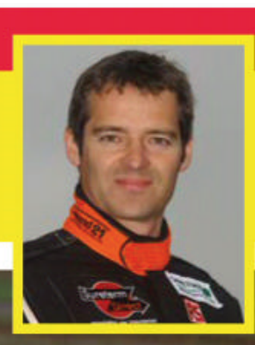
EXCLUSIVE INTERVIEW

KELVIN BURT



THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ OCTOBER 28 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

One of the UK's unsung heroes answers your questions, p20

New champion says he has no plans to slow after third tin-top title

SUTTON: I WANT TO BECOME THE BTCC'S BEST EVER

Sutton claimed title number three

Infiniti Q50 man was a winner at Brands

By Matt James

British Touring Car Championship title winner Ash Sutton says he is on course to achieve his dream of becoming the most successful driver in the category's history.

The 27-year-old made it back-to-back title successes with a sixth place in the second race at Brands Hatch on Sunday, before going on to win the final round and push his career win tally to 24.

It was the Laser Tools Racing Infiniti man's third crown and it puts him one shy of the joint all-time benchmarks of Andy Rouse and Colin Turkington. Sutton says he has his eyes set even higher and just matching that pair.

"I want to equal Turkington's record as soon as possible and then we will see. But I want to go down in history as the best driver the BTCC has seen, so I will keep pushing as hard as I can," he said. "To win a third title is a stepping-stone towards what I want to achieve, but there is plenty left in front of me."

Full story, p5
Brands BTCC report, P28

THE VOICE OF BRITISH MOTORSPORT MOTORSPORT NEWS

REPORT

MAX POWERS TO AUSTIN GLORY

Red Bull man staves off Lewis in USA P4

INSIGHT

KEEPING THE MINI GOING STRONG

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Oil line bulkhead grommet		£5.10	£6.12
Brake servo rod bellows		£5.20	£6.24

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

COMMENT

Photo: Jakob Ebrey, Motorsport Images, Eddie Kelly

New BTCC champion Ash Sutton went on the attack in race three at Brands Hatch

WORKING OUT HOW TO WIN

Ash Sutton has already put his name pretty near the top of the all-time greats in terms of British Touring Car Championship success. His third title, taken in some style at Brands Hatch on Sunday, has assured him of that.

He is hungry for even more success, and there is little doubt that it will come for the Bishop's Stortford driver. His armoury behind the wheel shows no real weak spots. He has qualifying pace, he has supreme skills when the track is unpredictable, his overtaking prowess is among the best and his speed is unquestioned.

What 2021 has added to his skill set is the ability to think about the longer game. If there was one criticism of his run to the 2020 title, it was the elements of impetuosity that crept in when they didn't need to. He was all about going for the gap when the points were already safely tucked up in his locker. That made his previous title much more stressful than it should have been.

His run to this year's spoils has been far more accomplished with very few speed bumps of his own causing. He has caged his inner tiger, and while that might be a shame for the fans, it is a mark of how far he has come in his BTCC development.

He will remain on the grid next term but there is some highly interesting conjecture about what he might be driving and for which team. Whichever machine he does step into will only benefit from having the best in the business at the wheel.

Max Verstappen will only be regarded as the best in the business when he beats Lewis Hamilton to a World championship and he took another stride towards that in the USA last weekend. He held on despite severe pressure from the seven-time champ and will need all of that guile over what will be an intriguing run-in to this year's Formula 1 season.

Also watching on in Austin was Kelvin Burt, who was working at the US Grand Prix as a driver coach. Before he jetted off, Burt, the 1993 British Formula 3 champion, was kind enough to take some time out to tackle the Motorsport News readers' questions. Burt is a refreshingly honest bloke who tells it like it is but was never one to thrust himself into the limelight during his motorsport graduation, and it is that attitude he thinks might have meant he missed out on the big opportunities. His excellent interview starts on page 20.

Also, don't forget, the first ever Motorsport News awards is in full swing and to find out how to vote for your standout rally and racing drivers of the season, visit page 13. Your votes really do count, and we will be announcing our winners in the November 11 issue.

Matt James
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MOTORSPORT NEWS

ISSUE MJ3306 OCTOBER 28 2021

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Dutchman stretches his points lead after victory in Texas

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Dominant Skoda man wraps up spoils on Carlisle Stages

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We look at the secrets of the Formula Ford Festival's notoriety

The MN readers' Q&A: Kelvin Burt

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The man who is bringing back budget rallying

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FORMULA 1 REPORT: USA

Photos: Motorsport Images

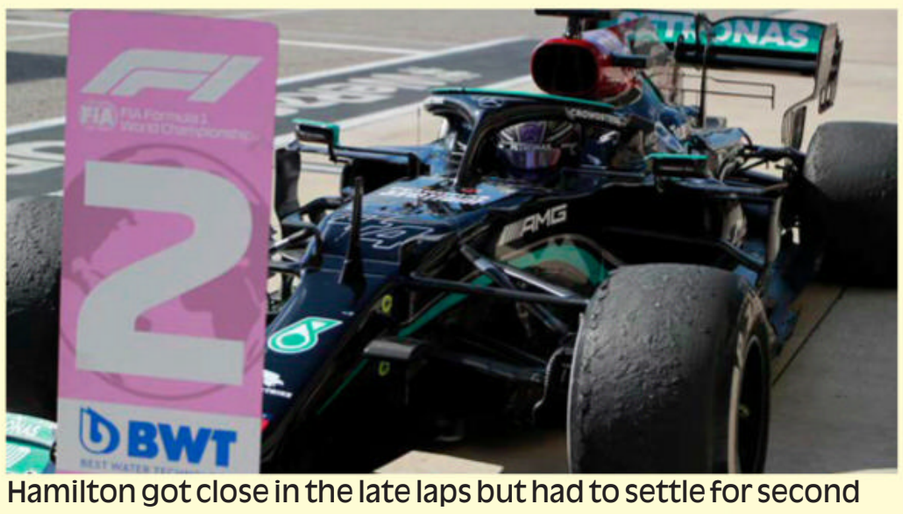
Verstappen had the legs of Hamilton in US

An unwell Perez (r) made it a 1-3 finish for the Red Bull team

MAX DOUBLES-UP AS LEWIS LOSES FRANTIC AUSTIN CHASE

Red Bull's man extended his points advantage in Texan shootout. By James Roberts

Shaq provides the trophy...



Hamilton got close in the late laps but had to settle for second

It might only be a few points, but Max Verstappen doubled his lead over Lewis Hamilton in the World championship on Sunday.

As he held off the seven-time champion in the closing stages of the race in Austin, Verstappen's hard-fought victory has given him the tiniest of margins with just five rounds remaining. Before the start of the US Grand Prix, it was a six-point lead. As they left Texas on Sunday night, the gap had grown to 12 points. Advantage Max.

Judging by the relief on team boss Christian Horner's face, he knew the significance of this win and just how close it had been. Red Bull went aggressive with its strategy in Austin, pulling Verstappen into the pits early to gain track position. By doing so, it knew Hamilton would have the fresher rubber in the closing stages. But the strategic gamble worked.

Verstappen didn't make a mistake and held off Hamilton by just over a second at the flag. It might not have been the most dramatic of contests, but the 140,000 enthusiastic locals enjoyed a pure battle between the top two protagonists of 2021.

"I didn't think he was going to pull that off," said Horner of Verstappen's win. "Lewis had eight laps' newer tyres, but the way Max managed the tyre through the last stint, so he had enough life for the last three or four laps, meant he deserved the victory."

The on-track battle between Hamilton and Verstappen was clean, despite suspicions that the pair (who had locked out the front row), might clash at the first corner at the start. However, the World title duellists came closest to hitting each other during second free practice on Friday afternoon.

During FP2, Hamilton had overtaken Verstappen into the final corner on the lap, but the Dutchman failed to yield and the pair 'raced' along the pitstraight and into Turn 1. When the Red Bull driver finally conceded track position, he held his finger up to Hamilton and said on team radio: "Ha, stupid idiot." His race engineer then told Max to "ignore it".

On Saturday, Verstappen had the upper hand in qualifying to take pole with some ambitious track limit usage. Once the Hollywood stars and cheerleaders had been ushered off the grid, however, Hamilton started better to take the lead.

The Red Bull moved across to try and block the British driver, but to no avail. Hamilton moved into P1 and the crowd roared their approval, drowning out the mumur of 20 turbo-hybrid engines.

"We had a great race down to Turn 1," said Hamilton. "I felt for a second we might be able to win the race, but they were just quicker than us this weekend."

Red Bull reacted early and called Verstappen in for fresh tyres on lap 10. He made his second stop on lap 29, while Hamilton waited until lap 37 (having made his first stop on lap 14). When the Mercedes emerged from the pitlane in second place, Hamilton had a deficit of 8.7 seconds to Verstappen, with 18 laps of the race remaining.

With the temperatures in Texas close to 28C, every driver suffered with overheating tyres, but Hamilton was careful to nurse his rubber early in his final stint to ensure he had life in them to challenge for the win.

It was a thrilling chase as the gap closed lap after lap. On lap 50 of 56, Hamilton's was just 1.9s behind. But then Verstappen responded and stopped the charge.

On the penultimate lap, as he approached Mick Schumacher's Haas, Verstappen cursed his luck.

"It was tough, my tyres were not in a great state and I knew how much Lewis was catching, but we managed to hold on at the end," said Verstappen. "Then with two laps to go, I saw the Haas in front of me and I was like: 'please just move out of the way'."

Ironically, Verstappen passed Schumacher just before the final corner and managed to activate his DRS to negate the time he had lost. That was enough to keep him ahead for a potentially decisive win in the points battle.

Behind the top two, Sergio Perez finished a distant third. His race was affected by an earlier tummy bug that was compounded by his drinks bottle failing on the opening lap. Both physical and concentration levels suffered, but it was a gallant drive for the Mexican. His home race is next and that traditionally is a Red Bull stronghold…

F1 RESULTS

United States Grand Prix
Laps: 56 **Track:** Austin

	DRIVER	TEAM/CAR	TIME
1	Max Verstappen	Red Bull-Honda	1h34m36.552s
2	Lewis Hamilton	Mercedes	+1.333s
3	Sergio Perez	Red Bull-Honda	+42.223s
4	Charles Leclerc	Ferrari	+52.246s
5	Daniel Ricciardo	McLaren-Mercedes	+76.854s
6	Valtteri Bottas	Mercedes	+80.128s
7	Carlos Sainz	Ferrari	+83.545s
8	Lando Norris	McLaren-Mercedes	+84.395s
9	Yuki Tsunoda	AlphaTauri-Honda	-1 lap
10	Sebastian Vettel	Aston Martin-Mercedes	-1 lap

11 Antonio Giovinazzi (Alfa Romeo-Ferrari) -1 lap; 12 Lance Stroll (Aston Martin-Mercedes) -1 lap; 13 Kimi Raikkonen (Alfa Romeo-Ferrari) -1 lap; 14 George Russell (Williams-Mercedes) -1 lap; 15 Nicholas Latifi (Williams-Mercedes) -1 lap; 16 Mick Schumacher (Haas-Ferrari) -2 laps; 17 Nikita Mazepin (Haas-Ferrari) -2 laps; 18 Fernando Alonso (Alpine-Renault) 49 laps/rear wing; 19 Esteban Ocon (Alpine-Renault) 40 laps/retired; 20 Pierre Gasly (AlphaTauri-Honda) 14 laps/suspension.
Drivers' Championship: 1 Verstappen 287.5 points; 2 Hamilton 275.5; 3 Bottas 185; 4 Perez 150; 5 Norris 149; 6 Leclerc 128. **Constructors' Championship:** 1 Mercedes 460.5; 2 Red Bull 437.5; 3 McLaren 254; 4 Ferrari 250.5; 5 Alpine 104; 6 AlphaTauri 94.

Employee benefits: Brown awarded Ricciardo with Chevy run

Ricciardo fulfils childhood dream by taking out Earnhardt's Chevy

Daniel Ricciardo achieved a childhood dream last weekend when he was given the keys to an ex-Dale Earnhardt NASCAR stock car.

Ricciardo, who races with the number 3 in honour of his hero, was able to demonstrate Earnhardt's 1984 Wrangler-liveried Chevrolet at the Circuit of The Americas.

The car is owned by McLaren boss Zak Brown and Ricciardo was gifted the opportunity to pilot the machine as a prize for winning the Italian Grand Prix.

Speaking about the event, Dale Earnhardt Jr wrote on Twitter: "I'm happy for Daniel. I'm also appreciative for how he celebrates my father. That makes a lot of dad's family members and fans smile."

Ricciardo was thankful to Brown for flying the car out to Texas, so he could demo the car in front of an enthusiastic crowd: "It was so much fun," he said. "It was so raw and foreign, the noise and smashing the gears… surreal."

Hamilton hails "huge" recent Stateside Formula 1 interest

Lewis Hamilton has described America's interest in Formula 1 in the past couple of years as "huge". Last weekend's race in Austin was a sell-out and over 400,000 spectators attended over the three days. It was the first F1 race in the US since 2019, due to the Covid-hit cancellation of last year's event. Part of the success of F1 in the USA is the result of the Netflix Drive to Survive series.

"In the past couple of years it has been the steepest rise [in interest] and more and more people are talking about it and engaging," said Hamilton. "There is never enough sport there. They always want more and more action."

Miami will join the calendar in 2022 and a third US race in Las Vegas has been mooted. Meanwhile Williams announced last week that American Logan Sargeant has joined its young driver academy.

RACING NEWS

SUTTON LAUDS FRESH APPROACH FOR THIRD TIN-TOP TITLE JOY

Infiniti racer thinks that less is more in the heat of the touring car battles

Three and easy: Sutton's trophy

Burn out: Ash Sutton celebrates with smoke

By Matt James

Ash Sutton says that a new approach to his successful title-winning campaign in the British Touring Car championship will remain with him as he aims to become the division's most successful driver ever.

The Laser Tools Racing Infiniti Q50 man clinched his third crown – and his second in a row – with a sixth-placed finish in race two at Brands Hatch on Sunday before going on to take his fifth win of 2022 in the final event of the weekend. He ended the year 51 points clear of Colin Turkington's WSR BMW.

Sutton says that reining in his racer's instinct amid the cut-and-thrust of the BTCC has helped him to scoop more finishes and more points – and it is a tactic he will use going forward.

Sutton, 27, said: "I loved the way we won last year and back in 2017, but we knew that we could just as easily have still been waiting for title number one. So we had to do things differently, meaning that I had to focus on bringing home points rather than winning six or eight races but maybe not finishing an equal number. It wasn't easy, I'm a racer and I want to win, but I want to win championships too and with the competition we were up against, there was only one way we were going to get there."

Sutton was able to race without pressure in the final event and showed his old aggressive side as he powered from fourth on the grid to dominate the race, and he said it was a victory he enjoyed.

Sutton said: "The relief of winning the title with a race to spare was immense as it allowed me to have some fun and drive as the fans like to see me drive but equally, the satisfaction of knowing that we were able to go up against the best and be the best, it's beyond words."

Additional reporting: Steve Hindle

Full race report, page 28

Photo: Motorsport Images, Jakob Ebrey

Hulkenberg: McLaren run

HULKENBERG TRIES INDYCAR FOR McLAREN

Formula 1 refugee Nico Hulkenberg is set to sample an IndyCar during a test for the Arrow McLaren SP team this week.

The 34-year-old German, the 2015 Le Mans winner, will undertake driving duties at the Barber Motorsports Park. He has no deal in place for 2022 and the test does not mean he will nab a race seat. However, the Arrow McLaren SP team, which runs Pato O'Ward and Felix Rosenqvist, has hinted that it could expand its operation in the future.

Team boss Zak Brown told media recently that the fleet could grow in years to come. "Once we get going on a third car, whenever that is, which won't be the start of the year, we'll then run a third car [full-time]. We're not going to be in and out: once we go, we're going," said Brown. "For sure, we'll run a third car in 2023, maybe we'll get that out at some point in '22."

FIA Formula 3 runner Logan Sargeant will also get the opportunity to sample and IndyCar at the same test for the AJ Foyt Racing team.

SYDNEY INTERESTED IN BID FOR AUSTRALIAN GRAND PRIX IN 2026

Reports in Australia say that the council chiefs in Sydney are considering a bid to take over the Formula 1 grand prix contract from Melbourne.

Initial sources suggest that a course could be devised alongside the city's harbour front and include the iconic bridge as a backdrop.

According to the report, "sensitive, high-level talks are underway" regarding a bid for the Australian GP. Melbourne has the contract for the race until 2025, giving the Sydney city council plenty of time to draw up its plans. The move is being made as the regional authority is aiming to rejuvenate the city in the wake of the Covid pandemic.

The first World championship-counting Australian Grand Prix took place in Adelaide in 1985. The race moved to Albert Park in Melbourne in 1996 but has not run since 2019 due to the global health crisis.

Melbourne faces a fight

Cammish topped Porsche battlers

CAMMISH TOPS THE BTCC SUPPORT TITLE WINNERS

Newly crowned three-time Porsche Carrera Cup GB champion Dan Cammish believes stepping down to the Porsche series was a case of taking "one step back to take two forward".

Cammish lost his Team Dynamics British Touring Car drive for this year and opted to return to the Redline Racing squad that had previously powered him to two Carrera Cup crowns.

And, after prevailing over Lorcan Hanafin at Brands Hatch last weekend, Cammish believes his stock is "higher than ever".

"Coming back, my reputation was on the line and these young lads are so fast," said Cammish, who added he will not continue in the Carrera Cup next year and could return to the BTCC. "I will now look at all my options."

Elsewhere, Dan Zelos's Mini Challenge title triumph went down to the wire, eventually defeating Excelr8 Motorsport team-mate Max Bird after a dramatic finale.

"It's certainly a race I will never forget," said Zelos. "I was trying to think 'it's just a race', but I couldn't help looking in my mirror and seeing Max there and he was there all the time!"

Aston Millar battled illness to secure the Ginetta Junior crown with a win in the opener. The R Racing driver clinched the crown despite having food poisoning – "I was really ill on Thursday," he admitted.

Matthew Rees was victorious in British Formula 4, the JHR Developments driver winning in his maiden season of single-seaters, while Adam Smalley ended his second Ginetta GT4 Supercup campaign triumphant for Elite Motorsport.

CHADWICK PRAISES RIVALS AFTER TOUGH W SERIES TITLE

Jamie Chadwick clinched her second W Series crown at the Circuit of the Americas last weekend by dominating the final event of the season.

The 2019 title winner held off a race-two challenge from fellow British driver Abbi Pulling in the race to seal the crown by 27 points.

Chadwick had also won the weekend's opener ahead of Emma Kimilainen and title rival Alice Powell, who could only manage sixth spot in the finale.

Chadwick, 23, said that her second success in the female-only category was down to her determination during the eight-race campaign.

"I feel like this year's been quite high pressure," she said. "I feel like I've been pushed all the way and coming to America it did feel like I had to level up and make sure that we did everything possible. [I am] relieved and happy, honestly couldn't be happier to have got the title."

Pulling's result in the second race meant that she finished in seventh place in the points despite only taking part in four races. Former Ginetta Junior champion Sarah Moore was the fourth Briton in the top 10 of the standings. Fourth place in the final race helped her to record fifth spot in the title chase.

A double win on Circuit of the Americas gave Briton the title

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RACING NEWS

Photos: Motorsport Images, Jakob Ebrey

'92 Festival winner Magnussen is back

British GT champ won 2010 Festival

MAGNUSSEN AND LIND JOIN 50TH FESTIVAL'S STELLAR LINE-UP

Festival-winning F1 ace and reigning British GT champ return to Formula Ford in blue-riband event with Low Dempsey Racing

By Graham Keilloh

Ex-Formula 1 driver Jan Magnussen and his newly crowned British GT champion nephew Dennis Lind are the latest star names added to this weekend's landmark 50th Formula Ford Festival line-up.

Both Danes are Festival winners, Magnussen in 1992 and Lind in 2010, and both will compete with Low Dempsey Racing.

Lind told Motorsport News: "At Snetterton [British GT round] I was getting told off by [British GT race director and chairman of Festival organiser British Racing and Sports Car Club] Peter Daly, and then after he said 'do you have a drive for the Formula Ford Festival? Let me get on it'.

"I said [later] 'OK we've got the championship now, I want to have some fun as well'.

"Then I called Jan and said I might have the option to bring another driver to the team and I thought you might be interested and he said 'yeah, I'm in'.

"We'll try to win, but the drivers in Formula Ford are always strong. Low Dempsey are a really capable team so we should be right up there if we can adapt.

"I'm hoping it's a little bit like riding a bicycle," added Lind, who hasn't driven a Formula Ford car since 2010. "[Winning the Festival] sparked my career as a whole. Every time I'm in the UK people still [say] 'oh you won the Festival?'"

The Festival entry has now topped the 100 mark. Daly told MN: "I'm really pleased and what's encouraging is the respect that the professional drivers have for the event. Dennis wouldn't have said yes if he didn't."

Jones: trophy in honour

FESTIVAL TO PAY TRIBUTE TO DEPARTED STALWARTS

Late long-serving Brands Hatch commentator and Formula Ford enthusiast Brian Jones will be remembered at the Formula Ford Festival with the Brian Jones Trophy awarded to the historic final winner.

Jones passed away in January this year and his wife Ros, daughter Charlotte and other family members have put together the trophy that will be an annual award starting this weekend at the Festival's landmark 50th running. The historic final is fought among the highest-finishing pre-1998 cars in the Festival's semi-finals.

Race officials Bernard Cottrell and David Pierre, both of whom died earlier this year and had long associations with the Festival as senior clerks, will also be remembered at this weekend's event including at a special function on Friday evening.

COWLEY RETURNS FOR FESTIVAL AND HAYES VICTORY SHOT

British GT title-challenger Matt Cowley will race in 2021's Formula Ford blue-riband events the Festival this weekend and next weekend's Walter Hayes Trophy in a five-car Team Dolan effort.

Cowley, runner-up in this year's British GT4 standings in an Academy Motorsport Ford Mustang, started his car racing career in Formula Ford and still competes regularly in its end-of-year events, finishing third in the last two Festivals and second in 2018's Walter Hayes.

Cowley told Motorsport News: "It's the 50th anniversary for the Festival, and doing the Hayes as well, I want to keep doing them until I eventually win them. Big grids and should be good fun as always.

"Bernard Dolan sets up the car great every time. Got to get up to pace quite quickly, everyone's done the National championship or a few rounds to get up to speed whereas I'm jumping in straight away on the Wednesday in testing. I want to win but so do a lot of people that are going there.

"They're completely different cars to drive [GTs and FF1600]. I've got used to switching over the past few years."

Team Dolan's driver line-up also includes newly crowned National champion Chris Middlehurst and twice Festival winner Niall Murray.

Cowley (l) has had Festival and Hayes near misses

FF1600 star Walker wants early entry into GT racing

FF1600 PACESETTER WALKER SETS SIGHTS ON GT FUTURE

Formula Ford frontrunner Alex Walker has elected to sit out this year's end-of-year FF1600 events as he focuses on a future in GT racing.

The 18-year-old with Kevin Mills Racing led the National FF1600 championship standings for much of this season, but missed out on the title amid controversy in the final Snetterton triple-header meeting wherein he had two collisions with Team Dolan team-mates of eventual champion Chris Middlehurst, and competitors cannot drop scores from the final event.

Walker is also in the final four-driver shootout to be 2022-23 Porsche GB Junior.

Walker told Motorsport News: "My season's finished so now whatever the next year may be, I'm just trying to focus and work hard on that, improve myself so that I'll be in the best shape possible."

When asked if his single-seater racing is now behind him, Walker said: "I'd like to say 'no' because they are cracking cars. But career-wise it's smart to get into GTs a bit earlier, that's where my aim is at the moment.

"It was a bit strange how [losing FF1600's title] happened. There was one incident at Silverstone but other than that we'd got a whole year with nothing then in the last two races get taken out twice."

EX-BTCC BOSS HOLLAMBY GETS FF1600 FESTIVAL BOW IN JAMUN

Formula 1 TV director and former British Touring Car Championship team boss Shaun Hollamby will make his Formula Ford debut in this weekend's Festival driving a historic Jamun T3.

Hollamby has experience in other single-seater categories and has recently raced his dad's Classic F3 March 803.

Hollamby told Motorsport News: "I always wanted to do the Formula Ford Festival and when I was the right age I never had the money nor talent to do it.

"About two years ago I got this Jamun. As it's turned out it's taken a bit longer for the car to get ready. It'll run for the first time next Thursday [today's testing].

"A mate of mine is out as well, Chris Goodwin in his Van Diemen RF89 that he raced in period. So we thought why not? And they've got a historic class as well so it's not as if you're doing it for the sake of doing it.

"And while this has all been going on it's all got a lot more exciting with really famous people doing it.

"The anniversary was one thing [encouraging him] but the main thing was that we lost Brian Jones over last winter and Brian was always a great mentor to me."

Hollamby: FF1600 debut

FIFTEEN-YEAR-OLDS CAN NOW ENTER NEW GB4 CHAMPIONSHIP

Age eligibility of MSV's new entry-level single-seater contest now matches British F4 after discussions with Motorsport UK

GB4's starting age now matches that of British F4

Photos: Jakob Ebrey

MSV boss Palmer is mindful of requirements for 15-year-old racers

By Graham Keilloh

Drivers from the age of 15 will now be able to race in MotorSport Vision's new GB4 entry-level single-seater championship following discussions with governing body Motorsport UK.

MSV last month launched GB4 as an affordable category that will use the Tatuus F4-T014 chassis seen in several F4 series across recent years.

Motorsport UK – which takes over as British Formula 4 organiser after this season – had stated that, unlike in British F4, 15-year-olds would not be eligible to compete in GB4. However following a recent Motorsport UK championship control panel meeting 15-year-olds can now race in the new category.

MSV chief executive Jonathan Palmer told Motorsport News: "The FIA have given the Gen 1 cars [that we're using] until the end of 2023 to run. Further, we've been in discussions with Motorsport UK, they've appreciated we are very mindful of the requirements for 15-year-old drivers, we've discussed together the criteria, the protocols that are running in TOCA packages that we would obviously respect and run to.

"After a period of uncertainty, we also had to wait [before confirming things] until the championship control panel meeting took place, when all the new championships would be considered. The panel used to meet in July but got changed to October."

GB4 has also unveiled its inaugural 2022 calendar, which starts with its own GB4-headlined early-April Snetterton event. It otherwise attends the six UK-based British GT rounds and GB3's late-July Silverstone meeting.

"The calendar is really strong and interest has been very strong and I'm sure it will now escalate," Palmer added.

CALENDAR

GB4 2022 championship

DATE	VENUE
April 2-3	Snetterton 300 (GB4 headlined)
April 16 & 18	Oulton Park (British GT/GB3)
May 7-8	Silverstone GP (British GT/GB3)
May 28-29	Donington Park GP (British GT/GB3)
June 25-26	Snetterton 300 (British GT/GB3)
July 30-31	Silverstone GP (GB3)
Sep 10-11	Brands Hatch GP (British GT/GB3)
Oct 15-16	Donington Park GP (British GT/GB3)

CLUTTON HAS 2022 BRITISH GT TITLE AIM AFTER FIRST WIN

Marcus Clutton has said his Enduro Motorsport effort can challenge for next year's overall British GT championship after recently concluding its debut season with freshman victory at Donington Park.

Clutton and Morgan Tillbrook in their Enduro McLaren 720S bagged the win to close a campaign that was also Radical champion Clutton's first year running a team by himself.

Clutton told Motorsport News: "This was a three-year plan to do British GT: year one to learn; year two for podiums and year three to try and win it. Off the back of [Donington's win] we can shorten that to a two-year programme, I don't see why we can't challenge next year.

"We've learnt the car quickly, there's still more to come from it, the team have been faultless, the car's been ultra-reliable, McLaren's service has been great. I don't see why we can't be championship contenders next year.

"We made our mistakes and that was a reminder that this is our year to learn, the idea is we don't do those mistakes again.

"We've stuck at it, I've got some really good people around me, Morgan's been fantastic. Whether that's in 2022 or 2025 we're probably going to stay here until we win it."

Clutton: sights on British GT title

MOORE BACKS PROPOSED SILVER GRADING CHANGES

British GT race-winner Will Moore has expressed support for possible changes to the sportscar driver grading structure that would remove those with single-seater backgrounds from the silver grading.

The FIA has said it expects to revise its driver categorisation system for next season, which follows Stephane Ratel, boss of British GT promoter SRO, proposing that young silver-graded drivers with single-seater backgrounds be reclassified as gold to reserve silver grading for top-level amateurs and drivers under 30 starting their careers.

Moore, who has just finished runner up in British GT's GT4 standings driving an Academy Mustang in an all-silver pairing with Matt Cowley, told Motorsport News: "I think it's only for the benefit because there's people like me who's a silver, and there's people who are factory drivers who are silvers. It's not right is it? I'm not as good as them and it's not my paid profession. I think it's only good for the sport."

Moore supports silver rejig

However Nathan Freke, boss of British GT4 champion squad Century Motorsport that also this year ran two all-silver pairings, said: "We've got a ladder system for drivers and they almost come to a dead end because they can't go into [British] GT3 [where all-silver pairings are banned]."

Hedley got useful GB3 experience

HEDLEY SURPRISED BY GB3 JUMP

British Formula 4 frontrunner James Hedley following his recent GB3 debut admitted the jump was bigger than anticipated but feels the experience was helpful ahead of a hoped-for 2022 campaign.

Hedley earlier this month drove for Elite Motorsport in GB3's Donington Park season closer, taking a 10th place and two 12th-place finishes.

Hedley told Motorsport News: "[It was] probably a little more disappointing than I thought it would have gone to be honest. But learnt a lot and lots of positives to take away from it. We didn't need to do well, it's just more experience for next year.

"It'll just give me a good advantage for next year, I know what the racing is and the dirty air.

"Yeah [the jump] was a surprise, the difference is a lot greater than I thought. It's a cool car but it's not really relatable to the F4. The F4 has basically got no downforce compared to this. It's a bigger jump than I thought but it's quite cool to experience it and, once you get on the limit, it's mega.

"Plan A [is racing in GB3 full-time in 2022], raise the money and if we're going to do we'll do it properly."

STUDENT CONTEST GET MSD LIVE BOOST

The Student Motorsport Challenge, an intra-series within the CityCar Cup, will be promoted at next week's MotorsportDays Live event by Student Motorsport and the British Racing and Sports Car Club.

They will present a CityCar Cup car with support from students of West Suffolk College, the first team to declare an entry for 2022, at the MsD Live event that takes place at Silverstone on November 5-6.

The Student Motorsport Challenge was launched late last year to allow colleges and universities to compete alongside regular competitors and offer practical learning.

BRSCC's head of formulae development Greg Graham said: "MsD Live presents [us] with an excellent opportunity to showcase in a live environment, and we're very much looking forward to meeting representatives and students from colleges and universities to discuss their future involvement."

West Suffolk College will promote Student Motorsport Challenge

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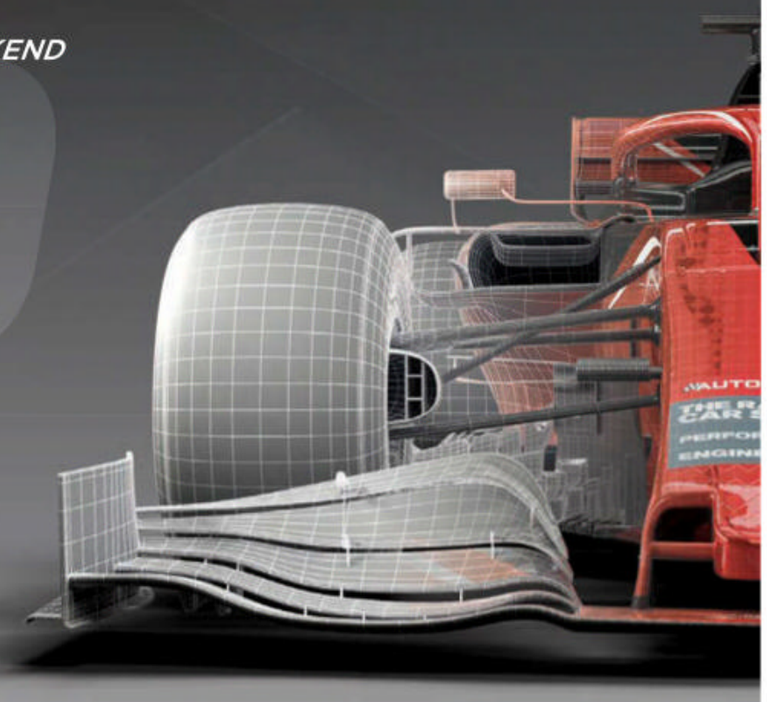

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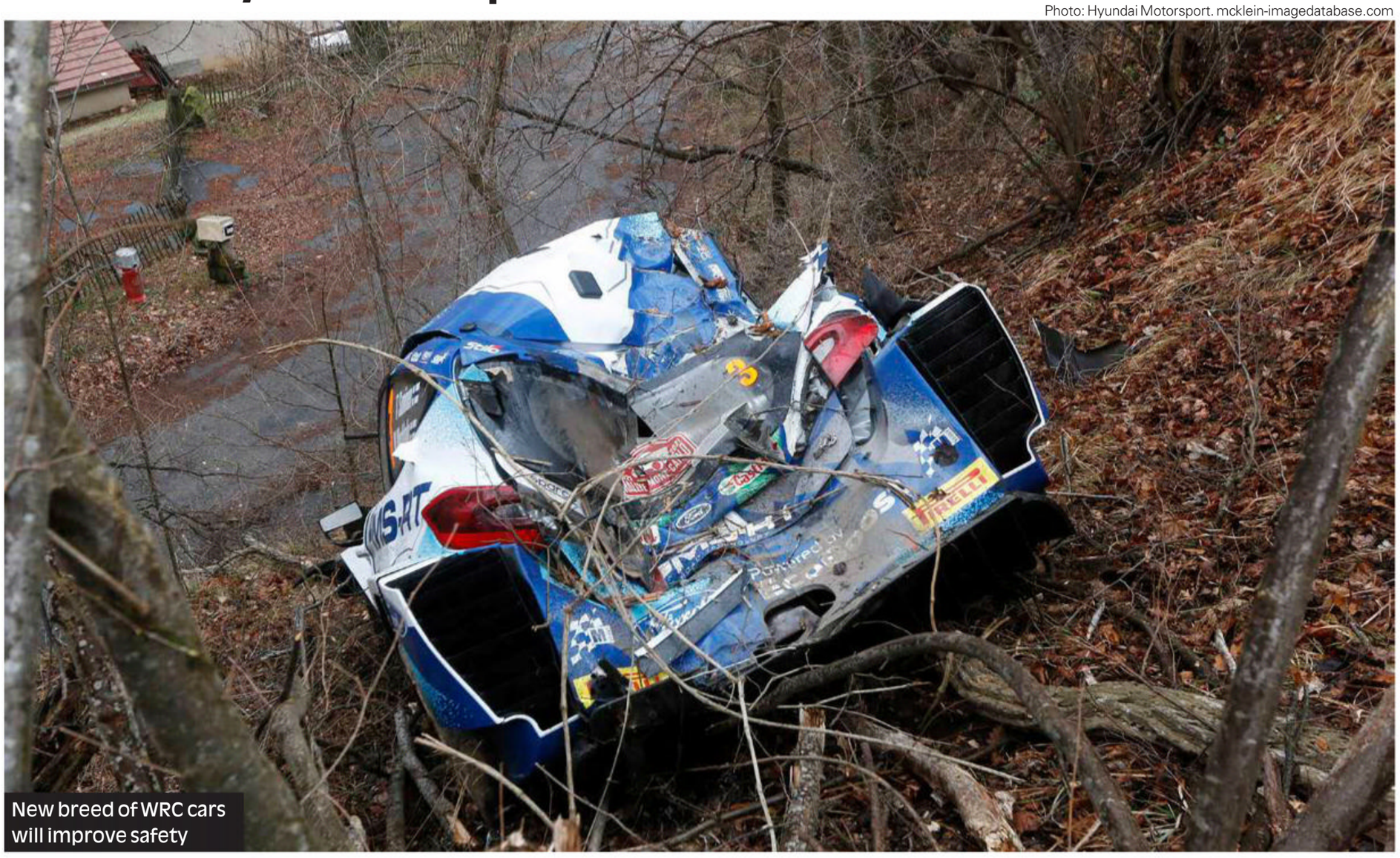
RALLY NEWS

NEW BREED OF WRC MACHINES SET TO BE THE SAFEST SO FAR

FIA boss says cars will protect the drivers and will thrill the fans

Photo: Hyundai Motorsport. mcklein-imagedatabase.com



New breed of WRC cars will improve safety

By Graham Lister

Rally1 cars will be the safest yet, while fans won't be disappointed by the on-stage spectacle according to the FIA rally department boss Yves Matton.

Matton is overseeing the introduction of the hybrid-based machines, which replace the current World Rally Cars from next season. The Belgian is expecting a successful period of transition. "What fans will see is very similar to what they see today," said Matton. "The shape of the car and the behaviour of the car will be very similar, as well as the sound.

"For sure, if you look in more detail, you will see that some of the aerodynamics will be simplified but globally, the Rally1 car will be like the current World Rally Car."

On the subject of safety, Matton said: "The Rally1 cars are highly improved in terms of safety and never before have we been able to do this amount of work on safety, whether that's concerning the crash testing or the design of the safety cell. The safety of the cars is at a very high level."

Matton also stressed that the Rally1 rules have been vital for keeping manufacturer interest in the WRC alive.

"Without this technology, manufacturers are not able to use the WRC as a marketing tool," Matton said. "If it's not something they can build on, it makes no sense to invest money.

"I have only positive feedback on what we will achieve. We are now fully in the testing window and preparing for the next big step, the homologation of the cars, the manufacturers are aligned and ready.

"The teams have done a good amount of testing on different surfaces and there have been no major subjects on the table that could put us in doubt that the cars will be there on [the Monte Carlo Rally]."

MOTORSPORT UK SELECTS FIA RALLY STAR CONTENDERS

A Motorsport UK panel has selected the three representatives for the FIA Rally Star talent search.

The successful trio – 2019 UK Young Rally Driver of the Year Robert Wilson, Junior Saloon Car champion and McLaren junior GT driver Katie Milner plus top #RallyAtHome eSports racer John Bebnowicz-Harris – will now progress to the Continental Final which will take place in Germany later in the year.

The selection process, which took place at the Motorsport UK HQ in Bicester late last week, pitted 18 talents against each other. FIA Rally Star is a worldwide talent contest that will take the best undiscovered talent from rallying at home to the ultimate prize of a fully funded seat in the Junior World Rally Championship.

After early selection rounds were held virtually using the WRC9 game, the finalists gathered to contest two autosolo tests at Bicester Heritage, as well as being assessed on their physical performance by Porsche Human Performance and media engagement with representatives from MN and Autocar.

A delighted Wilson was looking forward to what the opportunity to represent the UK may mean. "I'm over the moon but it was so close – something like 0.2 seconds between the top three after the morning session," he said.

"It was brilliant to see people who don't necessarily have the opportunity to drive being here and being able to do it. I think [the gamers] represented themselves really well and the level of driving was insane."

Milner was the only female among the finalists and the assessors were impressed by the way her circuit-honed skills translated into speed around the obstacle course. "I thought that, even if I don't get through, at least I've done something different," said the daughter of twice British rally champion Jonny.

"For the next round in Germany I'm going to practice hard and use my dad's help as much as I can."

The final entrant through, Bebnowicz-Harris, had only just obtained his road licence in order to attend the event. "It's been a shock to me to see how much of my [online] skills has been translatable," he said.

Loeb's last World Rally Championship event was in Turkey 2020

LOEB SET FOR SHOCK COMEBACK TO WRC IN 2022

Sebastien Loeb has been linked to a partial return to the World Rally Championship next season.

In a shock move, the nine-time World champion could be in line to join M-Sport for a six-round campaign in one of its Ford Puma Rally1s.

Loeb has completed several tests in the car, including in Spain earlier this month, while M-Sport owner Malcolm Wilson has made no secret of his desire to sign Loeb over the years.

The Frenchman's experience would be a big boost to the Cumbria outfit, which has signed Craig Breen to lead its attack on the hybrid era with Adrien Fourmaux and Gus Greensmith expected to follow suit.

If Loeb was tempted out of WRC retirement and joins M-Sport, sources have told Motorsport News that he'd drive a fourth Puma under a car-sharing arrangement.

And the chances of Loeb joining M-Sport have been boosted by confirmation that the Dakar Rally will finish on January 14, a full week before the WRC season-opening Monte Carlo Rally is due to get underway. That would allow Loeb to contest the Dakar with the Prodrive-run Bahrain Raid Xtreme team before he returns from Saudi Arabia to compete on the Monaco-based WRC season opener.

ELECTRIC-ONLY DEMANDS FOR NEXT WORLD CARS

Rally1 cars will have to run on electric power only on certain sections of World championship events from next season.

The FIA has approved a plan for Hybrid Electric Vehicle Zones of varying length to be created close to service parks and ceremonial start areas to highlight the sport's green credentials.

Any crew failing to follow the rules will be reported to the stewards. However, dispensation will be given should a technical issue occur although it will be the responsibility of the crew to notify the FIA's sporting and technical delegates.

Meanwhile, Rally1 cars, which use a plug-in hybrid system, will feature visual identification inspired by the World Endurance Championship to help officials and fans pick out the new-generation cars.

A red number background will replace the existing black background, while the letters 'HY' will also appear. The WEC identification system has been in place since the series began in 2012.

Cars like the new Hyundai are required to complete electric sections

RALLY NEWS

CAMBRIAN RALLY BENEFITS FROM LIVE STREAMING

This weekend's Cambrian Rally will be open to spectators, but organisers have put in place a live streaming service to make it possible to follow the event online.

Live cameras are being installed on stages one, three and seven, while there will be coverage from all stage stoplines and the regroup areas.

WRC Live's Julian Porter, ERC reporter Chris Rawes and co-driver Killian Duffy are among the main presenting and reporting team, while Dakar aspirant and WRC Live reporter Jade Paveley will be on duty at the Llandudno start and finish and Eirias Park midday regroup.

Organiser Alyn Edwards told Motorsport News: "We had to plan the event with and without spectators due to Covid. Although spectators are allowed, we'd gone a long way down the road with the live streaming so we've kept it going because it's good for the rally and the sponsors will get some coverage and exposure, even though it's great to have spectators.

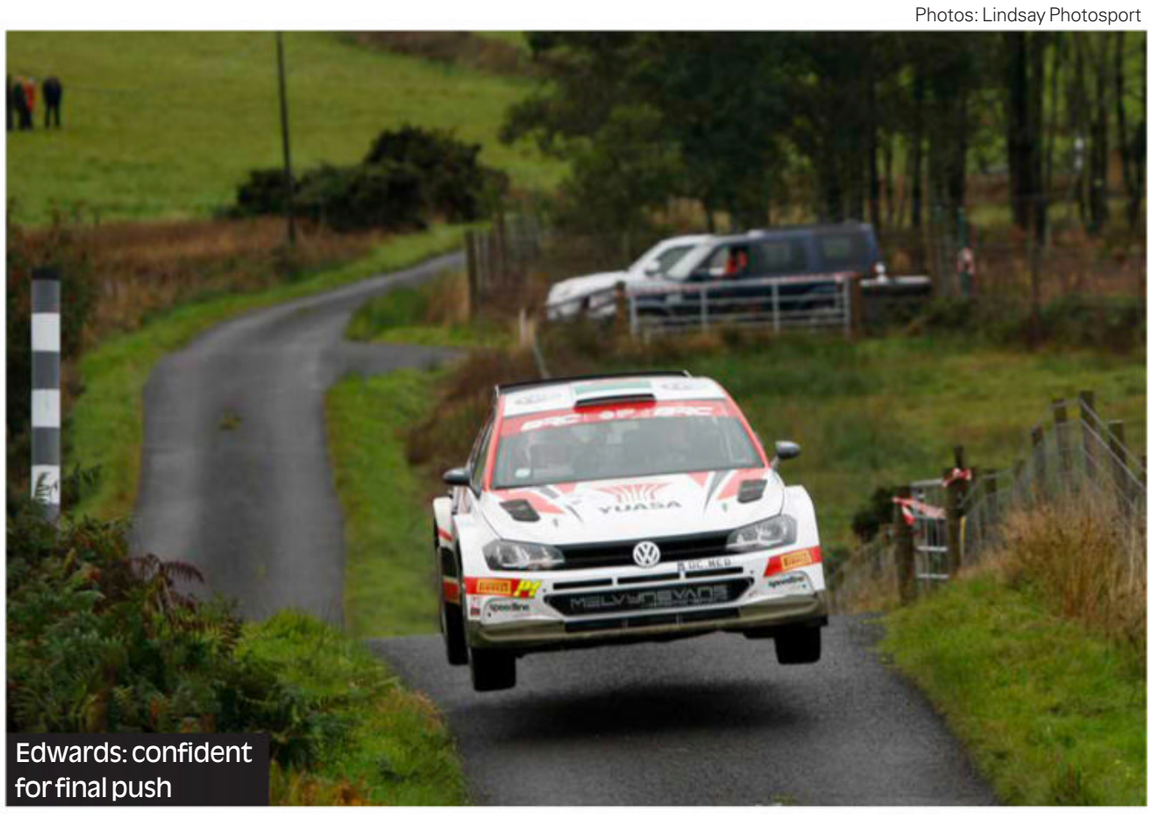
"The service will be a bit like what you get in the WRC and that will be a great shop window for the event, North Wales and for motorsport in general."

For information, including details of ticket sales, is available at: cambrianrally.co.uk.

EDWARDS SHRUGS OFF MULL DRAMA AS HE CHASES TITLE

Reigning champion says he remains confident ahead of the final two British rounds

Photos: Lindsay Photosport



Edwards: confident for final push

By Luke Barry

Matt Edwards is confident his Mull Rally mistake hasn't damaged his 2021 British Rally Championship assault ahead of this weekend's penultimate round, the Cambrian Rally.

Osian Pryce leads Edwards by 16 points but if dropped scores are applied, Edwards is ahead by two. Edwards has won twice this season – and has won the last two Cambrian rallies – while Pryce got off the mark on Mull earlier this month.

"I don't think it's done that much damage really," Edwards told MN of his Mull crash. "I know [Pryce]'s played his Joker but if we're two ahead with two dropped scores then it's game on isn't it?

"The two final events [Cambrian and Ulster] are strong events for me so I'm not panicking, I'm comfortable that we can achieve the pace that we need to do it, it's just the variables that you can't control that are the difficult bits."

Pryce admitted his first BRC victory since 2014 was important for his confidence: "Noel [O'Sullivan, co-driver] and I were saying we haven't really had a clean run all year with the car whereas Matt's been at one with his all year. But yet, he's the one that's been doing the mistakes, we haven't really put a foot wrong considering we haven't really had a car that's to our liking. OK we did one mistake on the Trackrod but that was quite a small thing really. If we can be in this position without having had a clean run all year things should in theory look up and get better."

The Melvyn Evans Motorsport team-mates had a private duel on Mull as the only two BRC1 entrants, but several of their rivals return for the Cambrian. M-Sport's Matthew Wilson and Rhys Yates will be key threats as will Keith Cronin and Ollie Mellors, while James Williams could be a dark horse on his first rally of 2021.

NI CHAMP GREER THANKS VOLUNTEERS

Jonathan Greer believes those volunteers who worked behind the scenes to get the Northern Ireland Championship back up-and-running deserve plaudits.

Greer and his co-driving team-mate Kirsty Riddick won the title at this month's Tour of the Sperrins Rally, with that crown joining the first trophy they clinched together back in 2017.

Four of the five meetings went ahead as planned, with only the Tyrone Stages, which was originally scheduled to take place next month, having to be called off by organisers. Despite this, Greer said the championship had been a resounding triumph because there were now protocols in place to ensure the sport can go ahead safely and responsibly.

Citroen driver Greer said: "With the first round being run by my local club, I got to see first-hand just how much work had to be put in to get the first Covid safe rally off the ground.

"That event was a massive success all thanks to the hard work of all the people involved and I think that started to get the ball rolling. I think we owe our thanks to the motor clubs, marshals and all those people who were involved in this year's championship because they allowed us to go out and have fun again."

Greer and Riddick were full of praise for the volunteers

Lecturers Lang and Boyle represent Myerscough

LANG RETURNS TO RALLYING IN MYERSCOUGH COLLEGE EFFORT

Former British Rally Championship competitor Bart Lang will return to rallying at next weekend's Neil Howard Stages, spearheading a new motorsport attack from Myerscough Motorsport College.

Lang, a former student now lecturer at the college, will be co-driven by fellow lecturer Phil Boyle with students on the spanners and sorting out the logistics. Lang will drive the same Ford Fiesta R2 he used in the 2018 BRC that has been rebuilt by students as a project.

After the Oulton Park event, Lang will also compete on next year's North West Stages as part of a multi-car college team. It's an important event for the college with scrutineering taking place within the campus' grounds.

Lang told MN: "We're doing it as a bit of college promotion and also experience for the students, so I've got to definitely keep it on the right side of the island! That's goal number one, goal number two will be to have a bit of fun and a bit of laugh.

"It's a fairly steady car but it's still a competitive little motor in the right hands on its day, and you know how it is I can chat all I want about taking it easy but when you hear three, two, one… the story changes then, doesn't it?"

EVANS CONSIDERING GRAVEL TESTING FOR 2022 ITRC CAMPAIGN

Irish Tarmac Rally Championship regular Meirion Evans is considering the unusual step of gravel testing for the asphalt series after losing out on his first Irish rally win earlier this month.

The Volkswagen Polo GTI R5 pilot was leading 2018 ITRC champion Josh Moffett on the Wexford Stages before slipping to second behind his rival on the repeat passes of stages. While this equalled his best result on Irish soil, Evans felt he lost the event the places "it was more like a gravel rally and I didn't have the confidence to throw the car in".

"It's good to know where I lost time and it's something I'll have to work on over the winter," he said. "You are pretty much guaranteed to find really nasty conditions like those once or twice in a season of doing Irish rallies and I'm too competitive to sit back and just accept that when there is a lot of loose gravel and mud on the road that I'll lose time.

"I think I'll have to do some gravel testing in the car and become more comfortable and confident when conditions demand that it's simply quicker to get the back of the car sliding into and through corners," he added. "It's not my natural driving style, but it's cost me a chance of a win once and I don't want it to happen again."

Evans wants to get used to his VW Polo on slippery surfaces

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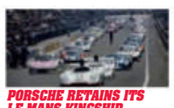
When the Ulsterman scored his greatest win



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Ickx and Bell reunited for 24-hour glory

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The Brazilian is peerless for his final drivers' championship win in Formula 1

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Rotary glory for the Japanese underdog

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Penske man takes his final Indy 500 glory

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When Colin conquered British rallying

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When the American giants came to Northamptonshire to put on a real show

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Michael Schumacher crushes the grand prix field

JASON PLATO WINS THE TOURING CAR WAR
Tin-top favourite claims a hard-fought BTCC crown

RICHARD BURNS CLIMBS TO THE TOP OF THE WORLD
The Briton's greatest career triumph recalled

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RALLY NEWS

IRELAND DISAPPOINTED TO BE OFF 2022 BRC SCHEDULE

Logistical concerns for teams and maintaining gravel events will prevent Irish outings, states series manager

Photos: William Neill, Red Bull Content Pool

Irish asphalt is dropped from the '22 BRC calendar

By Jason Craig

Irish rally bosses have expressed their frustration at being left off the 2022 British Rally Championship calendar, with all of the planned events falling within England, Scotland and Wales.

The series will hold its first full post-pandemic season without a trip across the Irish Sea. This year, the Circuit of Ireland was scheduled for an April date but uncertainty that surrounded the 'R rate' at the time forced the fixture to be abandoned. The Ulster, meanwhile, was drafted into the revised calendar, with event director Richard Swanston agreeing to run it three months later than its traditional August slot to help keep it a seven-round series.

"I am very disappointed that we will not be a part of the championship again in 2022," said Swanston. "There are no rounds in Northern Ireland and none in the south, either, as West Cork hasn't got a look in.

"When you consider how many Irish drivers support the BRC, it's nice to have even one home round."

The Circuit of Ireland's event director, Graeme Stewart, echoed those sentiments. "I'm not terribly happy. It was my understanding we were to be a round, but obviously that has since changed. From a local perspective it's very disappointing. Our loyalty lies with the Irish Tarmac Championship but it would still have been nice to have been a round of the British Rally Championship."

BRC series manager Iain Campbell explained that logistical challenges lay behind the Irish events missing out. "The reason is very simple: we just could not get any dates to fit within the other events we wanted to form part of the Championship next year," he told MN.

"The Circuit is the weekend before Corbeau Seats Tendring and Clacton Rally, the Ulster Rally is the weekend after the Grampian Forest Rally and the Down Rally the weekend after the Nicky Grist Stages.

"We need to have strong gravel events, which the Nicky Grist Stages and Grampian Forest rallies are," Campbell continued. "There's no way that competitors could do these rallies and then re-prepare their cars, on top of changing them from gravel to asphalt settings for the following weekend."

ROAD RALLY ROUND-UP

Targa contenders take on Jumbo and Harvest

A two-way battle for the lead on the Javalin's Jumbo Targa was won by Bradley White/Jamie White, who took seven stage wins in their familiar BMW 318.

Crews tackled 12 tests on Debden Airfield at the Carver Barracks, Saffron Walden.

Mark Peterson/Jim Bowie took fastest time and the lead on Test 4, retaining it until they clipped a cone; this added 10 seconds to their time and dropped them to second place, eight seconds off the winners.

Owen Turner/Rachel Vestey had been as high as second place, but couldn't quite keep up with the pace of the top two crews and had to settle for third.

The event format gave competitors the possibility to share a car and swap seats to tackle tests.

This allowed James and Jonathan Tilley to win two class awards. They took the Expert Class with James driving, and the Novice Award with Jonathan driving.

Iwan Davies/Andrew Lowe secured a clear win on a challenging Harvest Road Rally; only 20 of the 37 starters survived the night's tough navigation and complex route.

Ian Mills

Results

Javalin's Jumbo Targa
Organiser: Anglia Motor Sport Club & Chelmsford Motor Club **When:** October 17 **Where:** Debden Airfield **Championships:** None **Tests:** 12 **Starters:** 68.
1 Bradley White/Jamie White (BMW 318Ti) 30m49s; 2 Mark Peterson/Jim Bowie (MG ZR) +8s; 3 Owen Turner/Rachel Vestey (MG ZR); 4 Vini Cruz/Daniel Gallant (Renault Clio 182); 5 Tony Clements/Louise Clements (Skoda Fabia VRS); 6 James Tilley/Jonathan Tilley (Daihatsu Sirion); 7 David Smalley/Adam Calvert (Vauxhall Corsa); 8 Duncan Christmas/Laura Christmas (Corsa); 9 Matt Endean/Jamie Graham (MZ ZR); 10 Alan Coombs/Jonathan Williams (Renault Clio Williams).
Class winners: Experts: Tilley/Tilley; Novices: Jonathan Tilley/James Tilley (Sirion)

Harvest Rally
Organiser: South Hams Motor Club **When:** October 9-10 **Where:** South Devon **Championships:** None **Route:** 160 miles **Starters:** 37.
1 Iwan Davies/Andrew Lowe (Ford Escort) 11m14s; 2 Simon Heywood/Andy Ballantyne (Honda Civic) +1m27s; 3 Andrew Hankey/Nathan Coles (BMW 318Ti); 4 Philip Luxton/Oliver Luxton (Rover 25); 5 Jon Skelley/Roger Gillard (MG ZR); 6 Simon Ayris/Kim Bannister (MG ZR); 7 Jamie Watts/Liam Burns (MG ZR); 8 Luke Quinnell/Kayleigh Dingle (Mazda MX5); 9 Ashley Rice/Trevor Disney (Mini Cooper); 10 Dave Webb/Jacob Williams (Daihatsu Sirion).
Class winners: Experts: Luxton/Luxton; Novices: Ayris/Bannister.

MUNNICH ELECTRIC WORLD RX 2022

Munnich Motorsport has confirmed a two-car entry into the all-electric World Rallycross Championship next year.

The outfit hasn't revealed what cars it will develop for the new category, but will retain its petrol-powered Seat Ibiza RX1 machines in the European Rallycross series that supports World RX.

Munnich has not contested World RX full-time this year due to clashing World TCR commitments. With the start of the new era it has signed up for two of the 14 Kreisel-developed four-wheel-drive, twin-motor 500kW electric kits reserved for the 2022 season.

Team manager Dominik Greiner said: "As a team, we are very open and enthusiastic about embracing new technologies, and rallycross is the ideal discipline for electrification with its short, sharp format."

Munnich Motorsport will provide two electric WRX entries in 2022

JEANNEY WORLD RX COMEBACK

Double World Rallycross Championship event winner Davy Jeanney will return to the series for the final two rounds of the 2021 campaign next month at the Nurburgring in Germany, driving a PGRX-run Hyundai i20.

Jeanney competed full-time in rallycross's top flight from 2011-'16. He is now occupied as a driver coach.

Jeanney said: "It'll be really cool to be a part of the last event of the combustion era, and for me, the Nurburgring is unquestionably the ideal circuit for my comeback at the highest level, given that nobody has any prior knowledge of the track."

Jeanney will pedal a Hyundai i20 N in the Nurburgring season final

MOTORSPORT NEWS AWARDS

Photos: Motorsport Images, Jakob Ebrey, Mick Walker

MOTORSPORT NEWS AWARDS 2021
in association with CATACLEAN

MAKE YOUR VOICE HEARD FOR THE FIRST MOTORSPORT NEWS AWARDS

As the competition season nears its close, we hunt for the 2021 stars – and they need your votes

The public can vote for their favourite racer of the year alongside a host of other winners for the first MN awards

One of the greatest aspects of motorsport is being able to dissect and ruminate on any drivers' or teams' performance once the chequered flag or the final control board has been passed and the dust has settled.

There are so many meritorious performances to enjoy, remember and reflect upon but, for the first time, Motorsport News wants to reward the teams, drivers and organisers who have given us the most pleasure over the season just gone.

And, true to Motorsport News's heartland, we will be focusing on the heroes of the national motorsport scene.

We will be handing out 10 awards in the middle of November to recognise the outstanding performers over the last 12 months. Among them, we will unearth the National Rally Driver of the Year and the National Racing Driver of the Year, and this is where we need your help.

Check the sidebars below and look at the shortlists we have drawn up. The rest is up to you.

By following the links below for each one, you can have a direct influence on who we crown as our standout performers of the season.

And don't forget, this is not just about the people who have claimed the silverware. This is about the drivers who have given the performances that have taken your breath away.

These will be the headline categories in our comprehensive round up of the star performers of the year. As well as the National Rally Driver and National Racing Driver honours, there are a host of other accolades that include Historic Driver of the Year, Sporting Scene Driver of the Year, Rising Star of the Year, Organising Club of the Year, Series of the Year, Race Meeting of the Year, Unsung Hero of the Year and Team of the Year.

Motorsport News editor Matt James said: "Our mission with the inaugural Motorsport News awards is to credit those drivers, teams, organisers and volunteers who have gone the extra mile in the last 12 months.

"If there is one thing that the tough times recently have taught us, it is that the passion for motorsport and the act of competing is stronger than it has ever been. As the Voice of British Motorsport, we salute that and what better way to do that than with our first Motorsport News awards. Get involved and make your vote count."

All the winners will be announced in our November 11 Awards Special edition. Make sure you reserve a copy at your newsagents to find out who has emerged on top of the pile. ■

NATIONAL RALLY DRIVER OF THE YEAR SHORTLIST

Rhys Yates
British Rally Championship stalwart

Mark Kelly
MN Circuit Rally champion 2020-2021

George Lepley
BTRDA frontrunner

Matt Edwards
British Rally Championship favourite

Frank Bird
MN Circuit Rally Championship frontrunner

Osian Pryce
Leading light in the British Rally Championship

David Bogie
Scottish Rally Championship battler and Ford Escort Mk2 exponent

William Creighton
Junior rallying battler turning heads with performances

Garry Pearson
Versatile frontrunner with wins under his 2021 belt

Jock Armstrong
Scottish Rally Championship frontrunner

Yates is on shortlist

TO VOTE: fastcar.co.uk/motorsport-news/national-rally-driver-of-the-year-2021/

NATIONAL RACING DRIVER OF THE YEAR SHORTLIST

Ash Sutton
BTCC champion chasing a third crown

Tom Ingram
Tin-top favourite who races at the front consistently

Dan Zelos
Mini standard setter who has a passion to progress

Dennis Lind
Supreme British GT championship racer who has rocked the UK tracks

Yelmer Buurman
Ex-F1 tester who is a benchmark in UK sportscars

Zak O'Sullivan
Up-and-comer making a mark in GB3

Jake Hill
BTCC driver about to flourish in the top flight

Matthew Rees
Formula 4 rookie who has turned heads in maiden season

Callum Voisin
Ginetta Junior star fighting for the crown despite all the odds

Lorcan Hanafin
Porsche race winner mixing it at the front

Sutton has been BTCC star

TO VOTE: fastcar.co.uk/motorsport-news/national-racing-driver-of-the-year-2021/

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NATIONAL HOT RODS: ALDERSHOT BY GRAHAM BROWN — OCTOBER 24

Vauxhall Tigra man is closing in on the top of English points table

Waller-Barrett made it look easy in the final

WALLER-BARRETT CONTINUES WINNING STREAK

Carl Waller-Barrett continued to mine his present rich vein of form by taking his third Natoinal Hot Rod World Series final in a row, moving him up to second in the standings just two points behind leader Billy Wood, who had to settle for second here. The two heat wins went the way of Shaun Taylor and Alistair Lowe.

The opening race hadn't got far when Neil Muddle spun and got collected by Chris Aldridge to bring out the yellows.

Taylor had been leading prior to this and continued to do so once the race was back under the green flag, with Lowe tracking him and Karl Baker, Colin Hitch and Mikey Godfrey following.

With the leader drawing clear and Lowe running second, attention centred on the places fight, involving Hitch, Waller-Barrett, Lance Bowen, Wood and Paul Wright. Reaching half distance, Hitch caught and passed Lowe but then seemed to lose pace as Lowe reacquired second but under loads of pressure from CW-B and Wood. Waller-Barrett made a determined stab up the outside as they neared the finish but couldn't quite get it done by flag fall.

Some way ahead of them, Taylor finally managed to turn his bad-luck filled season around to take a welcome chequered flag and some much-needed points.

Heat two was probably the race of the day even if it didn't feature the greatest outcome.

Baker initially set the pace before losing out to Lowe and Taylor with two laps done. Even at this early stage it was clear Rob McDonald was going to be the man to watch, the World champ having already progressed to 10th and clearly on a mission. It wasn't long before he was dicing for third with Bowen, Taylor and Dave Drew, McDonald slicing through to set off after the leader, a quarter of a lap ahead.

The #17 car gobbled up the gap to finally go ahead three laps from home. It looked to be all over at that point but McDonald was adjudged to have made contact with Bowen and copped a two-place penalty, handing the win to Lowe.

Lowe and Wright shared the front row for the final, which looked like giving the latter a fair shot at the win. But when he couldn't pass the polesitter inside the first lap, he got railroaded back to fifth, and it was Waller-Barrett, Wood and McDonald who piled the pressure on the leader instead. Once Waller-Barrett found some daylight down the inside he was through, taking the others with him.

A brief caution period for a four-car pile-up on Turn 2 made little difference to the leaders and particularly not CW-B, who romped ahead of the others, eventually winning by a yawning three quarters of a lap. Wood stayed second with Kew just – and only just – beating McDonald over the line for third.

Results

Organiser: Spedeworth **When:** October 24 **Where:** Aldershot Raceway **Starters:** 24 **Heat one:** 1 Shaun Taylor (Ford Fiesta); 2 Alistair Lowe (Vauxhall Tigra); 3 Carl Waller-Barrett (Vauxhall Tigra); 4 Billy Wood (Vauxhall Tigra); 5 Paul Wright (Vauxhall Tigra); 6 Aaron Dew (Ginetta G40R); 7 Jason Kew (Ginetta G40R); 8 Chris Haird (Vauxhall Tigra). **Heat two:** 1 Lowe; 2 Wright; 3 Rob McDonald (Vauxhall Tigra); 4 Lance Bowen (Vauxhall Tigra); 5 John Sibbald (Vauxhall Tigra); 6 Waller-Barrett; 7 Gordon Alexander (Vauxhall Tigra); 8 Kew. **Final:** 1 Waller-Barrett; 2 Wood; 3 Kew; 4 McDonald; 5 Wright; 6 Dew; 7 Haird; 8 Sibbald; 9 Alexander; 10 Bowen. **Points:** 1 Wood 215; 2 Waller-Barrett 213; 3 Wright 180; 4 Dew 177; 5 Kew 161; 6 Alexander 159.

EXTREME E: ISLAND E-PRIX BY HAL RIDGE — OCTOBER 23-24

ROSBERG'S TEAM KEEPS UP THE PRESSURE IN SARDINIA

Triple World Rallycross champion Johan Kristoffersson and Rosberg X Racing team-mate Molly Taylor claimed their third win from four rounds in the all-electric Extreme E series at the Island X Prix in Sardinia as their competitors suffered numerous steering failures.

The team battled back from Taylor rolling the car on the opening day to win their semi-final and make it onto the five-car final grid. Nine-time World rally champion Sebastien Loeb had topped qualifying for Lewis Hamilton's X44 outfit with team-mate Cristina Gutierrez for the fourth consecutive round, but Gutierrez crashed out of the semi-final and the team only made the final grid after Timmy Hansen was handed a penalty for causing the Spanish driver's 'off'.

In the final, Loeb stormed to the early lead but was passed by Chip Ganassi Racing's Kyle LeDuc, who pulled out a 45-second margin before reaching the driver switch zone. Loeb meanwhile initially suffered a front-left puncture, then retired with broken steering soon after.

Running second into the switch zone, Taylor fended off a challenge from Jutta Kleinschmidt, the Dakar winner having had a slow start when the ABT entry was not in drive mode when the lights changed. Kristoffersson and fellow World RX champion Mattias Ekstrom took over from Taylor and Kleinschmidt respectively for lap two and ran 1-2 after Sara Price was also forced out with broken steering on the Chip Ganassi car.

Kristoffersson then controlled the race while Ekstrom's door fell off and Jenson Button's JBXE team was classified third, despite Kevin Hansen stopping with technical issues.

Of the British drivers, Catie Munnings didn't make the final following team-mate Timmy Hansen's penalty, while Oliver Bennett's Xite Energy Racing team retired from the last-chance Crazy Race with broken steering.

Results

Round 4: 1 Rosberg X Racing (Johan Kristoffersson/Molly Taylor) 11m42.963s; 2 ABT CUPRA XE (Mattias Ekstrom/Jutta Kleinschmidt) +24.588s; 3 JBXE (Kevin Hansen/Mikaela Ahlin-Kottulinsky) -1 lap; 4 SEGE TV Chip Ganassi Racing (Kyle Leduc/Sara Price) -1 lap; 5 X44 (Sebastien Loeb/Cristina Gutierrez) -2 laps

Nothing can stop Kristoffersson and Taylor combo at the moment

BTRDA RALLYCROSS: KNOCKHILL BY HAL RIDGE — OCTOBER 24

Bleasdale was on top once more

BLEASDALE CAPS A SPECIAL DAY FOR HIS FAMILY IN SCOTLAND

Jason Bleasdale completed an unbeaten run in the final round of the BTRDA Clubmans Rallycross Championship at Knockhill to claim his sixth win from six events. It was a special day for the Bleasdale family, as Jason's brother Darren secured pole position for the final thanks to setting fastest time in heat two and a consistent run through qualifying.

The two brothers lined up at the front of the field and shot away with champion-elect Jason to the fore and made the day a family 1-2. Behind them, Citroen C2 racer Phil Chicken climbed from the back row of the grid to claim the final podium slot and the Super Modified season honours.

In the Production category, Rory Denning secured the crown, fending off pressure from title-rival Harry Vaulkhard throughout the race. BMW stalwart Vince Bristow won the Classic final from pole position ahead of a fast-starting Mark Jones from the second row in his Toyota MR2.

Owen Robbins and Kacper Potyra provided the race of the day in the Junior finale. They traded the lead throughout the early laps then Robbins allowed Potyra past as they went back onto the loose and he held on – although second place was enough to secure Robbins the title.

Max Weatherly led the Modified final throughout to claim another victory and the category title, while Dan Beattie led home Chris Baker in the joint Production 4x4 / Clubmans 4x4 (Supercar) final to net the Production 4x4 crown, while David Bell passed rival Derrick Jobb for the Clubmans 4x4 title with his BMW Mini ALL4.

Baker won the non-championship Superfinal to conclude the event, ahead of Bristow and Jobb.

Results

Round 6: Super Modified: 1 Jason Bleasdale (Vauxhall VX220) 5m12.775s; 2 Darren Bleasdale (BMW Mini) +4.700s; 3 Phil Chicken (Citroen C2); 4 Andrew Hawkes (BMW Mini); 5 Nick Abbott (BMW Mini); 6 Alan Laidler (Citroen Saxo); **Production:** Rory Denning (Peugeot 106); Junior: Kacper Potyra (Citroen Saxo); **Production 4x4:** Dan Beattie (Subaru Impreza); **Clubmans 4x4:** David Bell (BMW Mini); Modified: Max Weatherly (Suzuki Swift); **Classic:** Vince Bristow (BMW 318i); **Superfinal:** Chris Baker (Subaru Impreza)

HISTORICS

DOWN THE WORKSHOP

WAYE 500CC F3

Current owner: Jonathan Morris

Morris is racing one-off car

It's a 1953 car

"It was built in Australia by a gentleman called Jack Waye in 1953 as a 500cc Formula 3 car. We believe at the time it ran with a JAP engine, which it has now. But at some point in its racing history it ran a Norton. My friend Simon Dedman and I saw the 500s race at Goodwood a few years ago and he looked at me and said: 'I'm going to do that'."

Morris started racing this season

"He bought the Waye and renovated it and I've helped him over the last few seasons. He's now gone on to buy a Cooper and said to me: 'why don't you buy the Waye and start racing yourself?'. So this was my first race season and it's gone very well. We've had a super reliable season, really thanks to Simon's preparation."

It arrived in 2014

"The car came into the UK from Australia in 2014 and did a couple of hillclimbs. It was quite tired and had been unloved since the early 1960s. I think it did pass through a lot of hands and it was owned by some quite high-profile motorsport families in Australia. But it was kept in the garage and it had been rested for quite some while when Simon got it."

It is a one-off

"Jack Waye only ever built one. When we first got it, we looked at it and I think that Jack looked at the paddocks of the time and looked at the cost of winning and it does draw on the Mk5 Cooper a lot in terms of the tubular construction. It's quite light and the JAP engine is quite torquey and it's nicely balanced. It's a capable car and a car which was built by an individual and he did a tremendous job for his first piece of work."

It uses Holden parts

"Simon bought it in 2016 and rebuilt it over 2016 and then we did a couple of hill climbs in '17 and started circuit racing in 2018. It was an extensive piece of work to get it all put back together and running. Just identifying where the parts came from was the first problem because it's Holden FX suspension on it; whatever was available in the scrap yard at the time. So getting wheel cylinders and various suspension components meant we had to get someone in Australia to send them back."

Drybrough is back after hand injury

Photos: Paul Lawrence

Merlyn man races on

DRYBROUGH BACK IN HARNESS AFTER BRANDS HATCH SHUNT

Merlyn man returns at Silverstone following Druids rollover

By Paul Lawrence

Historic Formula Ford racer Ross Drybrough made a welcome return to racing at the Historic Sports Car Club Silverstone Finals Meeting, just over three months after suffering a nasty hand injury at Brands Hatch.

The Sussex dental implant surgeon was injured when an inadvertent tangle of wheels flipped his Merlyn at Druids and his left hand was damaged when caught between the roll hoop and the asphalt. The little finger was badly damaged and shortly after the incident Drybrough elected to have the finger amputated.

His Merlyn Mk20 sustained considerable damage although the roll hoop stood up very well. A new chassis is now being prepared before the car can return to racing.

Instead, after extensive physio on his hand, Drybrough was back racing in his other Formula Ford, a rare March 709 for the season finale at Silverstone.

His return to the grid was welcomed by his friends and rivals in the Historic FF fraternity. "I'm having a lot of physio on my hand and I wanted to get back out before the end of the season," he said. "I'd not raced the March in the dry before," he said after finishing 11th overall and third in the Over 50s class in both of Saturday's races.

Drybrough's close friend and rival Cormac Flanagan also rejoined the grid at Silverstone in his Alexis Mk14 for his first race in two years. Following a major rebuild, the Alexis was damaged in qualifying at Donington Park in June but is now back to immaculate once again.

LLEWELLIN BACK BEHIND WHEEL OF GROUP N CELICA

Dai Llewellin, British Rally champion in 1989 and 1990, returned to the wheel of a Toyota Celica GT4 for last week's Rally Revival. On the Wrexham-based demonstration event Llewellyn drove the Group N car that team-mate Graham Middleton handled in period. Llewellin said: "I had the Group A car and they were both prepared by Phil Collins. This event is great for people to get out the cars that they don't want to take into the forest or do anything too serious."

Wood finally gets to race repaired Chevron

Clive Wood gave the ex-Peter Williams Formula 2/Atlantic Chevron B29 its first race in more than 30 years in the Aurora Trophy races at Silverstone recently.

The 1975 Chevron was raced in European F2 races in period by privateer Williams in the colours of Coin magazine. It then became a Formula Atlantic car, probably for Jim Crawford and then Martin Birrane, and was later converted into a special saloon with a Sunbeam Stiletto body and a Rover V8 engine.

Wood planned to race the car, now owned by Ken Thorogood, at Donington in April but a March testing accident delayed the project.

F2 machine is at last back on track

The Revival reverts to usual September slot as Goodwood calender returns to normal

GOODWOOD RETURNS TO TRADITIONAL 2022 LINE-UP

The dates for the three major events at Goodwood in 2022 have been announced as the venue returns to a traditional calendar after two years of disruption due to Covid.

Having been cancelled in 2020 and run in mid-October this year, the Members' Meeting returns to the early season date of April 9-10 for 2022 as the opening major historic racing date of the year.

The Festival of Speed runs earlier than in the last couple of years from June 23-26 while the Goodwood Revival retains its mid-September date of 16-18.

The race content for the two race meetings along with the themes for the Festival of Speed will be announced in due course.

IN BRIEF

Fitz-Simon thrill

Historic Formula Ford frontrunner Horatio Fitz-Simon loved his recent Formula Junior debut at Silverstone in the Lotus 22 owned by Speedsport team boss Mike O'Brien. Period FJ racer and family friend Howden Ganley encouraged Fitz-Simon to take the chance and was on hand for support. "It's a childhood dream to drive a Lotus around Silverstone," said Fitz-Simon. "It's so different to the Formula Ford but I loved it."

Eagling to FF2000

Former GT racer Dan Eagling made his Historic Formula Ford 2000 debut at Silverstone in the Reynard 79SF of Graham Ridgway. With Ridgway unavailable, Eagling jumped into the car that he prepares and was immediately on the pace. He retired from the opener after a spin but raced from the back of the 30-car grid to finish a fine sixth overall in race two.

Dickens swaps codes

Clubmans racing frontrunner Stephen Dickens made his single-seater debut at Silverstone in the ex-Derek Warwick Chevron B38 now owned by his friend and rival Clive Wood. "I've done Clubmans since I was 17," said Dickens. "The F3 car is completely different and much harder to drive but when you get it right it's very enjoyable." He finished eighth and fifth in the pair of races.

AMOC's blow

The Aston Martin Owners Club 2021 racing programme took another knock when the planned combined Jack Fairman and Innes Ireland Cup race at this weekend's Formula Ford Festival at Brands Hatch was cancelled. There were insufficient entries to make the race financially viable. The twin series are open to a wide range of cars from the 1950s and 1960s.

Pall Mall Cup

The second running of the three-hour Pall Mall Cup will headline this weekend's Motor Racing Legends meeting on the Silverstone Grand Prix circuit. The endurance race for pre '66 GT and 1950s sports-racing cars will start at 1350hrs on Sunday. The weekend features a full line-up of MRL races, including the Amon Cup for Ford GT40s, as well as two guest races from the Historic Racing Drivers Club.

Escorts for Cambrian

Ford Escort Mk2 drivers Steve Bennett, Sacha Kakad and Robert Gough will head the 15-car historic entry on Saturday's Cambrian Rally. All three are using the event as a warm-up for the Roger Albert Clark Rally. Meanwhile, Baz Jordan (Hillman Avenger) and Paul Street (Ford Escort Mk2) are currently split by one point in the BTRDA Historic Cup.

Friedl in Brabham

Austrian racer Martin Friedl has acquired the F2 Brabham BT40 previously raced by Australian Peter Brennan and plans to contest next year's Historic F2 Series. The car is based in the UK with Bob Juggins at Absolute Race Engineering and Friedl has raced it at Dijon and Silverstone in recent weeks. He was last at Silverstone for 2018's Walter Hayes Trophy.

Advertising enquiries: 01732 446757

RALLY REPORTS

SCOTTISH RALLY CHAMPIONSHIP: CARLISLE STAGES RALLY — OCTOBER 23

PEARSON TAKES THE TITLE WITH WIN

Skoda Fabia man is simply unstoppable in Carlisle despite the championship pressure, by John Fife

Photos: Eddie Kelly

Pearson was on champion form

Petch felt he was in no-man's land in second position

RESULTS

Carlisle Stages

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Garry Pearson/Niall Burns	Skoda Fabia R5	38m11s
2	Stephen Petch/Michael Wilkinson	Ford Fiesta WRC	+1m19s
3	Scott Beattie/Paula Swinscoe	Mitsubishi Lancer E7	+1m56s
4	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+2m12s
5	Niall Devine/Liam McIntyre	Mitsubishi Lancer E9	+2m32s
6	Freddie Milne/Patrick Walsh	Ford Fiesta R5	+3m01s
7	Ian Forgan/Chris Lees	Ford Fiesta R5	+3m17s
8	William Paterson/Tom Hynd	Mitsubishi Lancer E9	+3m53s
9	Ian Baumgart/Dave Robson	Subaru Impreza	+4m04s
10	Robert Adamson/Jane Nicol	Ford Fiesta R5	+4m09s

Class winners: 1: Pete Gorst/Phil King (Vauxhall Nova); 2: Fraser Smith/Steven Brown (Honda Civic); 3: Peter Stewart/Harry Marchbank (Peugeot 208 R4); 4: Bobby Mitchell/Craig Wallace (Ford Fiesta ST); 5: Paul Thompson/Josh Davison (Ford Escort); 6: Steve Magson/Kevin Bardon (Mercedes-Benz 190e 16V); 7: Michael Renton/John Shepheard (Subaru Impreza GC8); 8: Niall Devine/Liam McIntyre (Mitsubishi Lancer Evo9); 9: Scott Beattie/Paula Swinscoe (Mitsubishi Lancer E7); 10: Pearson/Niall Burns (Skoda Fabia R5); 11: Hugo MacMillan/Arthur MacMillan (Ford Escort Mk1 RS1600); 12: Steve Bannister/Callum Atkinson (Ford Escort Mk2)

Beattie was quietly impressive on his way to third

The skies were grey, misty and damp over Kielder last weekend but two huge smiles lightened the gloom at the finish. Those smiles belonged to the new 2021 Scottish Rally champions, Garry Pearson and Niall Burns.

They led the Carlisle Stages Rally, the series' final round, from start to finish in their Skoda Fabia R5 to claim victory by over a minute from Stephen Petch and Michael Wilkinson in their Fiesta WRC. Scott Beattie and Paula Swinscoe finished third overall and best of the Mitsubishi Lancers when Michael Binnie and Claire Mole struck trouble on the second stage bending a rear wishbone before recovering to finish fourth.

This year's five-stage Carlisle format didn't favour slow starters. The opening test provided a hair-raising wake-up call with a 13.71-mile run through Wauchope. Loose wet gravel greeted the early runners before finishing on a firmer, faster surface and those slippery conditions caught out many ill-prepared crews.

Not so Pearson and Burns. Pearson reckoned at the finish: "I think we won it on the first stage. We took 14 seconds out of Jock on the first run through Wauchope and then just tried to manage that gap all the way to the finish."

Armstrong and Fair snatched back a solitary second from the leaders on stage two then tied with them on SS3, before Pearson added another three seconds to his lead in SS4.

It all went wrong for Armstrong in the final test when the Fiesta's engine seized, immediately ending any hopes of catching the 'Border Reiver'.

In fact, it was James Wilson and Arthur Kierans who appeared to be Pearson's biggest threat for victory. They were second fastest through the long opening test, third fastest on SS2 and then took fastest time on Ogre Hill before coming to grief in Hyndlee. The Fiesta R5 succumbed to the treacherously slippery conditions and plunged off the road.

Similarly, Freddie Milne and Patrick Walsh were expected to threaten the frontrunners but Milne had a serious 'off' day in his Fiesta R5. "The car was snapping sideways. It usually just digs in and grips but I had no confidence in it," said Milne.

At least they finished, as John Wink and Neil Shanks hardly got started before retiring their Hyundai i20 R5 at the end of the first stage with a return of its electrical gremlins. David Henderson and Peredur Davies got off to a quick start in their Fiesta R5, fifth fastest on SS1, but fell victim to the slimy surface at the third corner in SS2.

That left Stephen Petch and Michael Wilkinson in a rather solitary second place in their Fiesta WRC. "I seem to spend most of time on my own rally these days," said Petch reflecting on recent performances where he hasn't been quite on the leaders' pace but well clear of everyone else.

These travails played into the hands of the Mitsubishi Lancers, with Beattie/Swinscoe taking the final podium position in their Evo7 followed by the Binnie/Mole Evo9 and in fifth came the Group N Evo9 of Niall Devine and Liam McIntyre overall despite their charge to the finish being punctuated with a few hairy moments as a result of fading brakes.

Ian Forgan and Chris Lees were seventh in the Fiesta R5. Forgan admitted frankly: "I just couldn't get in the groove today in these unpredictable conditions."

No-one was more surprised at the eighth-placed finishers than the crew themselves, Willie Paterson and Tom Hynd in another Evo9.

"We were completely off the road in both the first two stages," said Paterson, "but it just pulled itself out both times."

Rounding off the top 10 were the Subaru Impreza of Ian Baumgart and Dave Robson and the Fiesta R5 of Bob Adamson and Jane Nicol, with Adamson wryly commenting at the finish: "The only reason I was on the right tyres today, was the fact that I only had these four tyres anyway!"

At the rally finish, Pearson initially looked a little bemused as realisation slowly set in. He hadn't just won the rally, he had clinched the title.

Although he had a 16-second lead going into the final 10-mile stage, Pearson was only too well aware of the Armstrong threat behind him. He couldn't afford to back off and admitted: "We did have a couple of wild 'slidey' moments near the start before taking it a bit more cautious to get to the end. That was a tricky day in challenging conditions, but commiserations to Jock and Cammy, it was a good battle all year."

CLASS ROUND-UP

Smith and Brown make it to the end and put their Honda up for sale

Fraser Smith and Steven Brown heaved a sigh of relief at the finish as their unmarked Class 2 winning Honda Civic is now up for sale. "I'm building a new one for next year," said Smith.

Niall Cowan Jr and Callum Shanks were second in their MG ZR ahead of Niall Cowan Sr and Chris Wareham in the MG3.

After another scintillating drive in their Class 3 winning Peugeot 208 Rally4 Peter Stewart and Harry Marchbank finished 11th overall just missing out on a top 10 placing by 23 seconds. Richard Stewart (Sr) and Carin Tait-Logan were second in the other 208 with Ashleigh Morris and Martin Haggett taking third in the Fiesta R200.

Bobby Mitchell and Craig Wallace scored the Class 4 win from Johnnie MacKay and Emily Easton-Page, both crews in Fiesta STs, but MacKay and Easton-Page clinched the SRC Junior award when Jordan Anderson and Clare MacKenzie retired their Peugeot 306 with brake failure.

Paul Thompson and Josh Davison were the Class 5 winners in their Ford Escort, while the Class 6 award went to the Mercedes of Steve Magson and Kevin Bardon ahead of Ian Holt and Steve Pugh in their Ford Escort Mk2 with Holt revealing that it was 35 years since his last rally.

Three Subaru Imprezas topped Class 7 with Michael Renton and John Shepheard winning from Mike Moates and Gary McDonald. Once again, Mike Grant and Graham Kelman defied predictions to finish third, but it was close. "Luck was on our side in SS1," said Grant. "We got the tail in a ditch and were left looking at nothing but the sky."

Hugo and Arthur MacMillan won Class 11 in their Ford Escort Mk2 .Steve Bannister and Callum Atkinson won Class 12 in their Ford Escort Mk2 .

One careful owner: class ace Fraser Smith's Civic

RALLY REPORTS

Photos: Ben Lawrence

BRITISH HISTORIC RALLY CHAMPIONSHIP: CARLISLE STAGES BY PAUL LAWRENCE OCTOBER 23

Condell and Kelly used the Carlisle Stages to gain experience – and won event

Friend marched to historic crown in second spot

FRIEND CLINCHES HISTORIC CROWN

Paul Lawrence watched as the Escort man sealed the deal as rival Elliott was sidelined before the start

RESULTS

BHRC

POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Condell/Paul Kelly	Ford Escort Mk2	42m06s
2	Ben Friend/Cliff Simmons	Ford Escort Mk2	+33s
3	Simon Webster/Jez Rogers	Ford Escort Mk2	+56s
4	Josh Browne/Jane Edgington	Ford Escort Mk2	+1m50s
5	Lee Ashberry/Terry Mallin	Ford Escort Mk2	+2m53s
6	Chris Skill/Simon Jones	Ford Escort Mk1	+2m54s
7	Keith McIvor/David Burns	Ford Escort Mk2	+3m23s
8	Chris Browne/Ali Cornwell-Browne	Ford Escort Mk1	+3m47s
9	Richard Jordan/James Gratton-Smith	Ford Escort Mk2	+3m58s
10	Barry Stevenson-Wheeler/John Pickavance	Ford Escort Mk2	+4m49s

Class winners: B4: Bob Bean/Captain Thompson (Ford Lotus Cortina); C2: Allan Clark/Iain Thorburn (Hillman Avenger); C5: Skill/Jones; D2: Malcolm Mounsey/Ronald Mounsey (Talbot Sunbeam Ti); D3: Mike Reed/John Millington (Ford Escort Mk2; G2: McIvor/Burns.

Webster/Rogers kept good pace throughout

Ben Friend and Cliffy Simmons were the stars of Kielder on Saturday when they sealed the British Historic Rally Championship with a nicely measured drive over five slippery stages on the Carlisle Stages.

Victory among the national level two-wheel-drive cars fell to Carlow-based David Condell and Paul Kelly after a fine run in their Ford Escort Mk2. The Irish crew were on a fact-finding mission to the Kielder region ahead of tackling the Roger Albert Clark Rally for the first time next month and quickly got into the swing of the challenging stages. Though the two events do not overlap on route, stages like Hyndlee and Riccarton were a good guide to the conditions that they are likely for the five-day marathon.

Out even before the rally started were BHRC championship leaders Nick Elliot and Dave Price. A broken gearbox in testing sidelined the RSD-entered Fiat 131 and with their Escort Mk2 in bits they had to scrub their entry and their BHRC title hopes. Thus Friend and Simmons headed north needing only a finish to take their first major title.

The conditions that faced the starting crews on Saturday were typical of the infamous Kielder complex: fast and flowing but slippery stages, loose in places, water-filled ditches and brooding low cloud hanging over the higher ground used by the Riccarton and Wauchope stages.

There was no easy lead-in on this one, as crews went straight into 13.7 miles in Wauchope on Saturday morning. Despite the damp and slippery conditions, Friend and outgoing champions Simon Webster/Jez Rogers set the early historic pace, tied on 13m42s after the opening test.

Knowing that simply getting to the end of the rally would earn the title gave Friend something of a dilemma as he still wanted to drive with his customary attacking style but had balance that with common sense. "We're not doing anything silly and are just trying to get to the finish," he said early in the day.

The slippery conditions immediately took their toll and five miles into the stage Adrian Hetherington and Ronan O'Neill rolled their Escort Mk2 on a tightening left-hander. Damage was limited to panels but with a broken suspension arm they could only limp the car to the next junction and retire. "We just went in too quick," admitted the Northern Irishman. Two corners earlier Barry Stevenson-Wheeler/John Pickavance put their Escort Mk2 off and, though the car was undamaged, it took three minutes for the spectators to get them moving again. They later squeezed back into the top 10 and earned the BHRC runner-up slot. "I do like it up here and that's the first time I've finished the Carlisle Stages," said Stevenson-Wheeler. The opening stage also claimed the Saab 99 of Gavin Chisholm/Shannon Turnbull which rolled out of the rally.

Condell set the absolute two-wheel-drive pace in the short Florida stage with a time that left him knocking on the door of the top 10 four-wheel drives. Webster and the hard-charging Josh Browne/Jane Edgington were right up there and after service at Kielder castle the famous Ogre Hill stage opened the second leg of the rally. By now Condell was edging clear in the two-wheel-drive ranks while Friend emerged from Ogre Hill with just five seconds in hand over Webster.

Next up was the fast and flowing Hyndlee stage and Friend pressed home his advantage by taking 10 seconds from his fellow East Anglian driver as Webster struggled to find a rhythm in ever-changing grip levels. "It was very, very difficult to judge the grip in there," said Webster of the Hyndlee stage.

The action finished with a return visit to the Wauchope complex, albeit this time called Riccarton as the stage was significantly different and a little shorter at just over 10 miles. Friend continued his mighty pace to add another eight seconds to his margin over Webster and reaching the finish with 56 seconds in hand to make sure of the BHRC crown.

"It was a tough and tricky day," said a justifiably elated Friend, who has developed into one of the UK's leading historic rally drivers. "It was a shame Nick wasn't here to battle with but it's been a great day and we have just pushed on and done our own thing. We couldn't have asked for much more really. It's been absolutely perfect. Hopefully next season will be the same fight again. Going out and winning the title again across a full season in 2022 is now an obvious target."

Webster and Rogers were worthy historic runners-up with just under a minute in hand over Browne/Edgington. It had been another mature performance from Browne and the perfect set-up for the Roger Albert Clark Rally, while Lee Ashberry and Terry Mallin were quietly impressive as they finished next up in their Escort Mk2.

Bean there and done it for Cortina wizard

Among the classes, there was another Category One victory for the remarkable Bob Bean and his co-driver Captain Thompson in their Ford Lotus Cortina. Bean used all of his decades of rallying experience to guide the Cortina through the challenging Kielder stages for yet another class win.

Scottish crew Allan Clark and Iain Thorburn topped C2 in the Hillman Avenger after an excellent run, while Chris Skill and Simon Jones netted sixth overall and class C5 in their BDA-powered Escort MK1. However, Skill and Jones were never able to relax too much as husband and wife Chris Browne and Ali Cornwell-Browne had an excellent day to lead the chase and we're just over 50 seconds down on Skill at the finish.

Brothers Malcolm and Ronald Mounsey again topped D2 with a good day in their Talbot Sunbeam Ti. In the Pinto-powered Escort Mk2s it was Mike Reed and legendary co-driver John Millington on top after a steady day as a build up towards the Roger Albert Clark Rally. In the classes for FIA Appendix K specification cars it was Keith McIvor and David Burns from Ireland to the fore in their well driven Ford Escort Mk2 as they had a successful Roger Albert warm-up.

Bob Bean needed his experience to master the stages

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FEATURE

ALL THE FUN OF THE FESTIVAL

The revered Formula Ford Festival has its 50th running this weekend, so Graham Keilloh looks at what makes it so special and why it's back on the upturn

The Festival is set for its 50th running

Conor Daly (l) and Josef Newgarden (r) took on the Festival in 2008

The fledgling Festival quickly attracted big entries, initially to Norfolk

They say you've either got it or you haven't. And the Formula Ford Festival is one thing on the motorsport landscape that certainly has it.

To take one way of illustrating the point, as the newly crowned British GT champion Dennis Lind told Motorsport News this week, when he's in the UK among racing people one subject keeps coming up: said in awed tones, 'you're a Festival winner?'

To illustrate its special status another way, the manic Festival knock-out event hits its 50th event this weekend, having run unbroken since 1972 when British Racing and Sports Car Club visionary Peter Browning had the idea to run an autumn all-Formula Ford event at Snetterton.

And it was quickly apparent at that first event that Browning was on to something, as reported to MN by Rick Morris, who raced in it. "I scraped together £500 and bought a second-hand Hawke DL2B from a friend of a friend of a friend," he says. "It was the most amazing Festival you've ever seen in your life. There was so much drama going on and so much excitement, it was ridiculous. A big field, people came from all over the world. It was just brilliant.

"And it was on 25 laps of the old circuit at Snetterton, the really old circuit, which was twice the length of the one that's there now. People were filling their tanks on the grid. In fact, Stephen South had an aluminium tub in his Ray bolted on top of the petrol tank, and that came loose during the race.

"[There were] all sorts of people, if you look down the entry list, that you'd recognise. It [Formula Ford] had been going four or five years by then, but it grew so rapidly. There were so many manufacturers, so many engine manufacturers as well. And of course, that's what allowed me to get a foothold on racing."

And quickly the event grew even from its starting point, and four years in moved to Brands Hatch, which remains its apt host. The condensed Indy track in a natural bowl is for racers and spectators alike the perfect setting of the intense action. Morris will be competing in the Festival this weekend too.

"I was never off the podium from '79 to '82," he continues. "The main thing was the number of cars, over 200 each year. So, to make the final was a major, major achievement. You look at some of the names in that period. One year we had eight heats, quarter finals, semi-finals etc.

"The atmosphere was unbelievable. The tension for the final etc. It always is, but the late '70s, early '80s, was the highlight time when people came from all over the world and it was really, really good."

Festival winners include Jenson Button, Johnny Herbert, Eddie Irvine and Mark Webber. Plenty more star names have sampled it, including even Michael Schumacher. So, nearly, infamously, did a certain Ayrton da Silva. Two-time IndyCar champion Josef Newgarden recently told the huge audience for Dale Earnhardt Jr's podcast that his Team USA Scholarship entry was a career high.

Multiple Festival winner Joey Foster tells MN "We [first] went down to the Festival in 2000, that was a little bit of an eye opener after coming from the grids in Formula Vauxhall... we had seven or eight on the grid to seeing full grids of Formula Fords battling it out was quite intense. And I remember about the race I was stood at the bottom of Paddock with my parents and Don [Hardman]. I thought 'oh God I've got to be involved in this, this looks good'."

No doubt a few of you are expecting the 'but' as well however. As the days of there being a better-than-evens chance that a Festival winner is an F1 star of the future are, for now, gone. Anthony Davidson in 2000 remains its last victor to have reached motorsport's top plane.

To explain this, many point to Formula Ford's diversion from Kent engines to the

Moreno: proud Festival winner

"No other event has that pure raw racing"

Bernard Dolan

Photos: Mike Dixon, Motorsport Images, Rachel Bourne

ROLL OF HONOUR

Formula Ford Festival winners

YEAR	OVERALL FESTIVAL WINNER
1972	Ian Taylor
1973	Donald MacLeod
1974	Richard Morgan
1975	Geoff Lees*
1976	Derek Daly*
1977	Chico Serra*
1978	Michael Roe
1979	Donald MacLeod
1980	Roberto Moreno*
1981	Tommy Byrne*
1982	Julian Bailey*
1983	Andrew Gilbert-Scott
1984	Gerrit van Kouwen
1985	Johnny Herbert*
1986	Roland Ratzenberger*
1987	Eddie Irvine*
1988	Vincenzo Sospiri*
1989	Niko Palhares
1990	Dave Coyne
1991	Marc Goossens
1992	Jan Magnussen*
1993	Russell Ingall
1994	Jason Watt
1995	Kevin McGarrity
1996	Mark Webber*
1997	Jacky van der Ende
1998	Jenson Button*
1999	Ricardo van der Ende
2000	Anthony Davidson*
2001	Alan van der Merwe
2002	Jan Heylen
2003	Joey Foster
2004	Dan Clarke
2005	Duncan Tappy
2006	Richard Tannahill
2007	Nick Tandy
2008	Wayne Boyd
2009	Chrissy Palmer
2010	Dennis Lind
2011	Scott Malvern
2012	Antti Buri
2013	Niall Murray
2014	James Raven
2015	Wayne Boyd
2016	Niall Murray
2017	Joey Foster
2018	Josh Smith
2019	Jonathan Browne
2020	Rory Smith

*Future F1 driver

The event was initially on longer Snetterton

Jenson Button beat Dan Wheldon (l) and Nicolas Kiesa (r) in 1998

The modern-day Formula Ford Festival is on the comeback trial

Multiple winner Foster (16) knows what it takes to triumph

How do you win the Festival?

So, we've established the importance of the Formula Ford Festival. How therefore do you go about winning it? Well who better to ask than a man who's done it all before, and more than once, Joey Foster?

"You've got to take a view of the overall bigger picture," he tells Motorsport News. "It's very easy to get into a car in a Formula Ford race and really wring its neck and take risks in terms of the overall finishing position, but in the Festival you've got to look at the heats as really your qualifying for the semi-final and the final."

Yet, as Foster also notes, you cannot be too cautious. "Also [at] the same time in the heats if you finish third you could easily be starting well down for the semi-final. So you've got to get that position but it's all about calculated risks and really making that count because if you start a low row three for the final it can be a very difficult race, you put yourself on the back foot.

"That's probably the biggest part of the Festival, everyone's done so many laps around there, generally anyone can be quick on their day but it's really just making sure you're there when it matters and it's that pressure which I think a lot of the drivers have to work on dealing with for that event.

"It's just that mind management really, in those situations you just need to have that overview and that does apply in any kind of racing. It's certainly valuable skills to take forward.

"There's some [Festival] years where it's more competitive than others I'd say, but generally it's always a challenge to win, there's never a year which is an easy win that's for sure."

The 1981 event was one of several near-misses for Rick Morris (187)

Duratec and Zetec in the 1990s and 2000s. BRSCC chairman Peter Daly tells MN: "The Formula Ford Festival ducked down in numbers when it became confusing, which was the introduction of Zetec then the fairly quick introduction of Duratec which meant that the Kent became the poor sibling." Indeed, distinct Festival contests for the different engines took place for a time.

Team boss and former Festival racer Graham Brunton takes up the matter. "That's just what happens when manufacturers get involved in motorsport isn't it?," he tells MN. "They come in all guns blazing. Manufacturers, they just always seem to have a shelf life and Formula Ford, 1600 anyway, it's probably survived because of the lack of involvement from a manufacturer.

"Back then [with the Zetec] it was absolutely an engine formula, they spoke about some engine builders [doing] all sorts of tweaks to engines that are built just to do 40 miles for qualifying, so as a club racer back then you felt as though you were on the back foot. Nowadays the [Kent] engine's just a bolt-in consumable, you keep an eye on its miles and you take it out."

Daly adds: "It's the Kent cars that have been developed further and the conversions of Zetec and Duratec into Kent cars because the Kent just does seem to outlast all of the other fads. And it's possibly because [Formula Ford's] so massively multi chassis, they're relatively easy to run, and they are pure racing cars. We only have one set of tyres so everything is down to the driver and the driver's ability to get the car set up."

Brunton concurs. "That allows you to concentrate on the fact that the modern-day Formula Ford 1600, it's contemporary suspension, it's pushrods, it's got shims for cambers, it's got adjustable dampers, it's a technical little race car," he says. "And I still firmly believe that anyone that's quick in one of these, and masters it, should actually stand them in good stead because motor racing should be an apprenticeship."

And another team boss and ex-driver Bernard Dolan reckons the Duratec/Zetec detour created a bigger problem. That Formula Ford's rite-of-passage status was diluted by the proliferation of other junior championships. "Ford made a mistake in choosing the engine they chose, which was the Zetec engine," Dolan tells MN. "That opened the floodgates to other car manufacturers coming in with single-make formulas. That was the start of a lot of [them]."

Brunton says: "Back then for sure whoever won the Festival was destined for bigger things, but we're victims of there's so many classes nowadays, there's so many half-hearted championships that sometimes it's relatively easy to win a championship. So that probably contributes to the Festival having a period of time that it possibly loses its big appeal."

"Then, it [Formula Ford] basically went back to Kent," Dolan adds. "That's what we've got now. So, back to its original roots and that's only getting supported by drivers. It has not been pushed by any manufacturer or pushed by any sponsor. Drivers just voted with their feet and, slowly but surely, the numbers have been growing and growing and growing, which just goes to show you what a great class it was in the first place."

Daly thinks something else was going on as well. "Over the years the Festival I don't think it maintained its buzz because it became another race meeting, and we are reintroducing the buzz to ensure it's not just another race meeting," he says.

"Unless you keep reinvesting and continually evolving things can go flat and I believe that may have been the situation five years ago."

People are noticing a Festival recovery. "Now it's taken more seriously than it was in probably the last 10 years, certainly as the numbers are creeping up year on year," Brunton notes.

"It's an event that everyone still wants to win," Foster insists. "If you win the Festival that is fantastic to have on your CV, that is really a boost for your career even these days.

"It's nice to see that there are more coming onboard [to Formula Ford], and hopefully with the push from the BRSCC in terms of publicity and having the races live streamed, that is such a huge help. Everyone I talk to, even drivers I've coached in F3, they all watch it, they all know it's the best racing. If they can just keep building on that it'll only get stronger."

And this weekend's Festival will be special even over and above everything else, including the landmark edition number. It has its biggest entry in a long while, breaking the 100-car barrier. And on the entry, as well as the Formula Ford royalty such as Foster and Niall Murray, plus the usual array of young guns, there are plenty of well-known faces from Festival past back for another go. This includes 2010 winner Lind, 1992 winner Jan Magnussen and, wait for it, 1980 winner Roberto Moreno.

"It could be the start of something big, which would be fantastic if it was to carry on those sort of numbers going forward," Dolan suggests.

"The fact that you've got drivers who've been there, done it, still want to come back and do the event, in itself is great. Of course, they'd love to win it but the fact is they're drawn to the event. That's the big attraction, just the event. They know nowadays it's not a career thing. It is just purely doing it out of the love of it, for the pure attraction, what it's got to offer, and there's no other event that can offer that pure utter raw racing.

"There is no event that can give you that sort of racing buzz and that's why the drivers come back. And, no other class has fulfilled that role over the years, which is amazing. It's just an awesome class."

As we've said, you've either got it or you haven't. And the Festival, whatever happens to it, still has it.

Last, appropriate, word to our perennial, Rick Morris: "It is always the Festival and it will always be." ■

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FEATURE

KELVIN BURT: I MADE IT INTO AN F1 CAR ON TALENT ALONE

Matt James talks to one of the British drivers who should have made it

Burt didn't get the chances deserved

There was a period in the early 1990s where it looked like Kelvin Burt's trajectory would take him to the very top of grand prix racing.

He'd dominated the British Formula 3 Championship in 1993 – his second year in the category – and hitched his wagon to the equally ambitious Jordan Grand Prix team as its test driver.

It seemed like his journey was only just beginning, but the right opportunities failed to materialise at the right time and he was left on the sidelines.

Burt plied his trade in the British Touring Car Championship and even took part in the Japanese tin-top equivalent in 1998, but the doors that had seemed open to him were becoming shut rather rapidly.

He returned to the UK tracks for a full season in 2001 to claim the second-division British GTO title alongside Marino Franchitti in a Porsche, and he went on to race a Prodrive Ferrari at Le Mans.

But the big chances had passed by, and now Burt spends his time tutoring younger racing drivers on the dos and don'ts as they navigate their own way to the top. The lessons he has learned are invaluable.

Shortly before flying off to the US Grand Prix at COTA, Burt took time out of his schedule to answer the MN readers' questions.

Question: How come you ended up going to the Jim Russell Racing Drivers' School? What tempted you to try motorsport?
Russell Scobbie
Via email
Kelvin Burt: "They had this mega deal on. You used to be able to go and do a trial which would cost something like £99, and the best driver on that intake – which used to be about 20 people – got a free week-long intensive course which included a race at the end of it. For less than £100 pounds, because I was the best one, I got all this tuition and I got a race at the end of it. I didn't know anything else about how to get involved with racing so this was perfect for me.

"I had always loved racing and you won't believe what the first grand prix I watched was: it was the 1979 French Grand Prix from Dijon – the one where Rene Arnoux and Gilles Villeneuve went at it. You can see why I quickly got hooked on motorsport…"
MN: So, we are guessing that made you a Gilles Villeneuve fan then when you were growing up?
KB: "Very much so. I started following Ferrari and that was it for me. Gilles was the man and he was revered like no driver apart from Ayrton Senna. Those two, for me, are just on a different plane."
MN: So you were a fan and you had stood out at the racing school. How did you go from there to being a racing driver?
KB: "There was a thing called the Team

Photos: Jakob Ebrey, Motorsport Images

Burt claimed the 1993 British F3 title with PSR

Tauraco Scholarship at the end of the 1986 season, and if you won that, you got a free season in Formula First, which was the new single-seater class for 1987. I won that and it was all paid for by the team. It was like an X-Factor for motor racing before X-Factor existed. I was up against guys like Ben Edwards, I won races and I was in the top four in the championship.

"I had no money for the year after but I went to the big Easter meeting at Thruxton and with a sad heart I watched the Junior Formula Ford race which was on the bill that weekend. I watched the race and I thought they were a bunch of wankers, and so I went into the paddock and had a look and there was one team which stood out in terms of its set-up and preparation and that was Jonathan Lewis Racing. He has always been a bit flash anyway, but in those days, nobody had the posh awnings but he did with palm trees inside, flooring them and music playing. I was impressed.

"I had a word with Jonathan and we got on and he liked me. He told me to go and see him in his workshop so I did. He had four cars so his race truck was full anyway, but he had a fifth chassis back at his HQ. He told me that if I could get the car to the circuits, I could rent it per weekend. I borrowed my uncle's trailer, which was a box trailer and we had to put a wider door on it to get the car through, and I borrowed my mum's road car because it had the tow bar. I used to go up to Harrogate, pick the race car up, go and do my race weekend, drive back to Harrogate and then go home again afterwards.

"Jonathan had done me a great deal at a mega price. I was working at Jim Russell as an instructor and buying and selling second-hand cars and that is how I funded my first steps in racing. The money didn't last long.

"During that year, Jonathan fell out with one of the drivers and I was the only one of the five of us who had won any races, and so he co-opted me into the main team and I didn't pay for the rest of the year."

Question: Did you feel unlucky that you came up against David Coulthard at the start of your career? He was a constant roadblock to you!
Damien Doherty
Via email

KB: "It's a good call. I was mucking around at home the other day and I found the results from that year in 1989. There was almost nothing between us but he usually won. But then you look at it in detail and in10-lap races, the pair of us were finishing 12 seconds ahead of everyone else. Sadly, it was usually with him first and me right on his gearbox. There are lots and lots of those races – but, of course, people only remember one winner, don't they? He probably deserved it but I was unfortunate to be around then."

Question: Is it true that you and [similar up-and-comer of the time] Warren Hughes had lied about your age and therefore couldn't enter the McLaren Autosport BRDC Young Driver of the Year award in 1989?
Andy Hallbery
Via email

KB: "He is almost right! The first award was just given to David Coulthard without any shootout or shortlisted drivers. By the time it got around to the next year, I was too old. Warren was too old but I was under consideration because they hadn't looked at my age properly. So Warren grassed me up to the judges because he couldn't get in it himself…thanks mate."

MN sets the scene: Kelvin Burt was co-opted onto the BMW UK Junior drivers scheme for 1990 and would share a BTCC car with other rising stars Kurt Luby and Tim Sugden. Burt won his class on his debut in the category at Oulton Park at the start of that season.

Question: Was the BMW gig a dream shot for you? Did you think about ditching your single-seaters ambitions?
Malcolm Munt
Via email

KB: "Never once did I think about that, and for that reason I probably didn't make the most of it. I won the first round I did my miles. I was on pole by 1.8s. Just a month ago I saw [then team-mate] Frank Sytner at Silverstone in the BRDC Clubhouse. He came over to me and my girlfriend – who he hadn't met – and said 'this guy pissed all over me'.

"At that stage, I still thought I was going to be a Formula 1 driver so I didn't take tin-tops as seriously as I could. I was doing Formula Vauxhall Lotus too at the time, and I think I gave away some of my chances to do the BMW drive because I wanted to concentrate on single-seaters. My time in Formula Vauxhall Lotus was paid for by [Donington Park owner] Tom Wheatcroft. He was running a team for Rob Hall and they thought they needed a second car. Tommy Erdos and I did a shootout for the second drive and I got it.

"That took priority for me over the BTCC and eventually it took me to British Formula 3. Hindsight is a wonderful thing and at that stage, I probably should have known better and realised that I wasn't going to make it to grand prix racing though. It didn't feel like I wasn't, but it was still a long shot. In retrospect, maybe I should have put more into the BTCC at that time."

MN sets the scene: After a maiden year in British Formula 3 in 1992 with Fortec

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Burt's switch to Dallara meant British F3 rivals had to follow suit

Burt's Jordan testing chances were limited, but he outpaced Irvine

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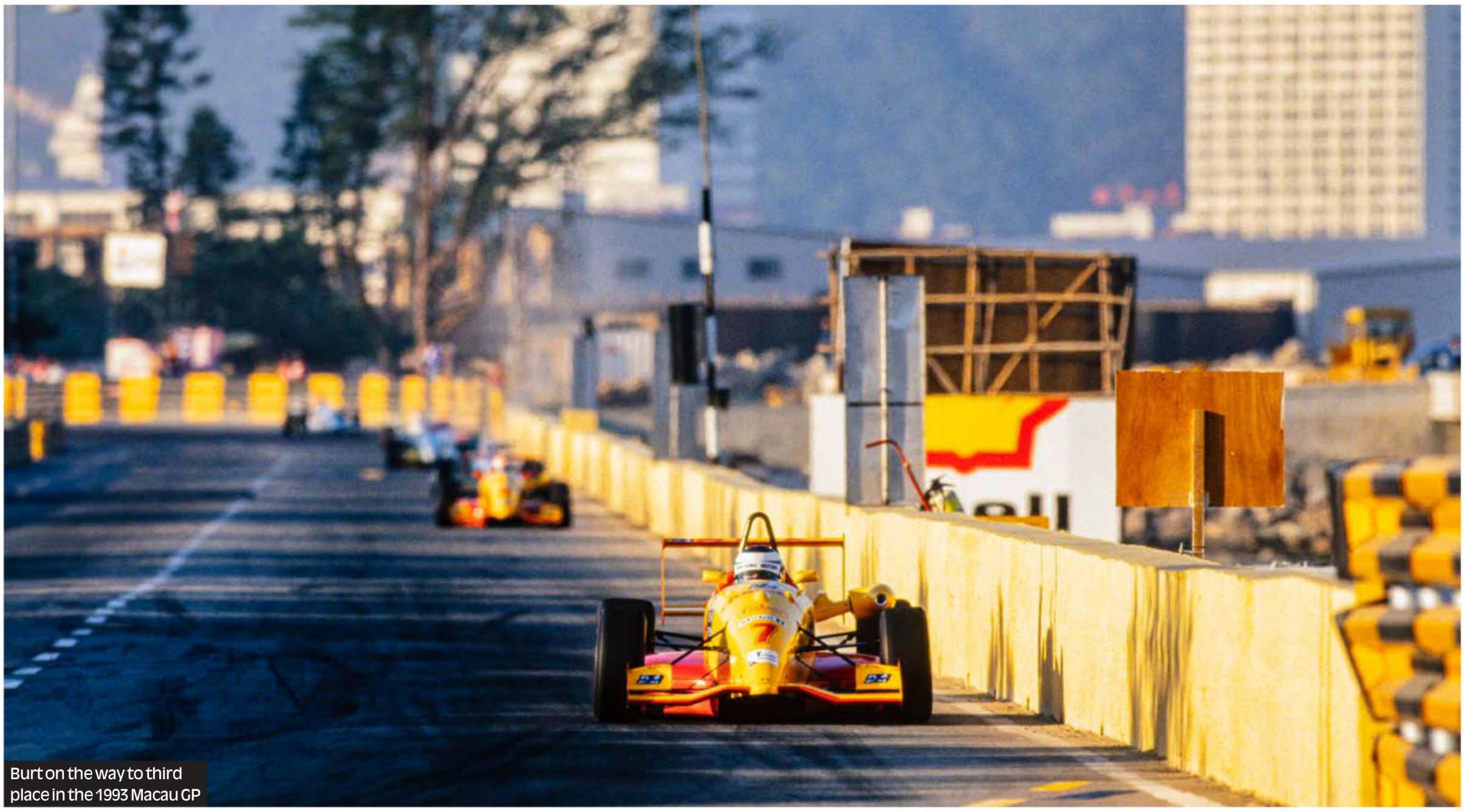
FEATURE



Burt on the way to third place in the 1993 Macau GP

Motorsport, when he finished third, Burt joined Paul Stewart Racing for 1993. It was a title-winning year but also significant because PSR and Burt switched to the Italian Dallara chassis midway through the campaign. Soon after, almost every other team followed suit.

Question: Did you effectively turn British Formula 3 into a one-make series?
James Hilton
Via email

KB: "Don't blame me, blame Gian Paolo Dallara!"

MN: That car was a real step change in Formula 3 terms. Why was it so good initially?

KB: "I didn't realise it initially, but the basis of why it was so good was the torsional stiffness of the whole chassis. That was particularly true of the gearbox and the engine adaptor.

"What you had was a car that didn't waste any power during cornering. I remember the first time I drove it, it felt like it was on its tip-toes. It didn't feel planted like the Reynard had before that. It felt like it was on top of the road, rather than 'in' the road. It was a good thing, but it was just a different feeling to start with. But it actually gives you two benefits. Think of a long corner like Coram at Snetterton or Riches, in a car like an F3 car with a lot of downforce, you don't really have enough power. You are flat out, but the car is not accelerating. The Dallara, because [of] the stiffness and the way it was put together, would accelerate in those situations.

"What it also allowed was for Neil Brown [engine tuner] to turn the engine up more without it detonating – so it ended up that you actually did have more power. When the engine bogged down, it would detonate, but you wouldn't have any of that with the Dallara so we could run with more power. So yes, the Dallara was good but I don't see how turning F3 virtually one-make was my fault!"

Question: You drove a Tyrrell, Jordan and a Footwork F1 car. How much does it hurt that you didn't make it?
Emma Facey
Via email

KB: "The Tyrrell was my first ever go in a Formula 1 car."

MN: How did that come about?

KB: "Ken Tyrrell phoned me up and he said he had been watching me and seeing my results and he said he wanted to give me a run-out. It was an exclusive day on the grand prix track at Silverstone and it was just me. It was such fantastic opportunity.

"However, when I got there, it was torrential rain all day and obviously a team like Tyrrell wasn't the richest in the paddock. Given how much it costs to rent the GP track at Silverstone, I knew I wasn't going to get two goes at that test…

"I think we ran for about half the day but I remember I nearly stacked it. Through the old Abbey, which was a really fast corner back then. I was flat and the thing just aquaplaned. I had a massive tank-slapper but it was OK, I managed to collect it and get the car straight. I came in and the team decided it was too wet and that was it.

"I spun a couple of times on that day too. It was quite a tricky car – it was one of the last with a manual H-pattern gearbox. It had mono-shock rear suspension and twin front – which is something I don't think anyone tried ever again after that. I don't want to knock it though

"The weather was against me and how close was I? Half a million pounds would have got me the second seat. It is peanuts these days – barely F3 money – but I just didn't have it. But when you think back to 1994, the Tyrrell was not actually that good of a car when it was driven by Ukyo Katayama and Mark Blundell.

"You have got to make your name, haven't you? You just need to be in the right place at the right time to grab our chances in Formula 1, much like Michael Schumacher had. OK, Schumacher is Schumacher, but if you got into something like that 7-Up Jordan, then you would have stood a chance, wouldn't you?"

Question: You were Jordan Grand Prix's test driver in 1994: were you close to a race seat with them?
Barry May
Via email

KB: "I think I drove the car four or five times. The problem was that I had signed a deal to be the test driver, but they didn't have enough money to go testing…

"They did try to give me runs in the car, but what would happen is that I would get pushed out by the race drivers, Eddie Irvine and Rubens Barrichello. I am sure designer Gary Anderson would prefer that they were in the car too.

"I will put my hand up – I wasn't fit enough to start with. I couldn't drive the car as fast as it needed to be driven. I could by the end of the season because I had worked on my fitness, but not at the start. I remember the last day I ran in the Jordan, I managed to outpace Irvine."

MN: Does that make you regret not getting the right chances at the right time then?

KB: "Ian Phillips [Jordan's commercial manager] told me afterwards – years later – that the team had screwed over my career. That's kind of nice and not nice to hear at the same time.

"But, if I hadn't have done that deal with Jordan, I didn't have enough money for Formula 3000 anyway so what would I have done? It was a chance to miss a year of spending money on Formula 3000 and that is the way me and my manager Mike Greasley viewed it. More often than not, you would have needed two years in F3000 anyway, and we were nowhere near having the money for that.

"The biggest mistake I made at that time was that I could have gone to Japan and driven for the Le Mans Company in Formula Nippon. With hindsight again, that is what I should have done. Think back to who was in Formula Nippon at that time – people like Alex Caffi, Heinz-Harald Frentzen, Eddie Irvine – all sorts. It was a great proving ground. And, they were all earning proper money too, rather than spending it."

Question: There must have been a lot of pressure replacing Andy Rouse in the Ford team in the British Touring Car Championship in 1995?
Jonathan Astbury
Via email

KB: "That is a really good question, but I didn't feel any pressure at all. Andy Rouse didn't put any pressure on me at all. The spotlight was more on my team-mate Paul Radisich, because he had come into the team as the World Cup winner two years in a row. He was top dog really.

"Andy really liked me and gave me a chance, which I was grateful for – and Eddie Jordan got a little bit involved with the negotiations just to bump the money up a bit.

"I didn't feel the pressure but, if I am honest, I still had my eye on Formula 1. I had done my stuff with Jordan but they stuck with Barrichello and Irvine for 1995. There was no way in there but I still harboured a chance that I would find a way in to the squad somehow.

"Racing in the BTCC was – well, not a stopgap – just something to keep me going, to be out there. I have said that before and people who love touring cars will have a pop at me maybe. It was a good series, it was growing then and it was probably a year or two before it hit its peak. It was a good place to be and earn decent money."

MN sets the scene: After the opportunity at Ford, Burt joined Tom Walkinshaw Racing's factory Volvo effort in the BTCC for 1996. His maiden season in the 850 Saloon was punctuated by an enormous accident at Cascades at Oulton Park when he was pushed onto the grass and connected with the knuckle-end of a barrier. It knocked Burt out and it took a long time for him to fully recover.

Question: Do you shudder when you look at Cascades at Oulton Park?
Jack Crowther
Via email

KB: "Not at all, no. People who don't race cars don't really understand what we are like as racing drivers. It is not because we are super-human or anything but you just don't think about crashes. Plus there is the point I was knocked out in that crash and

"Modern F3 money would have got me Tyrrell race seat"

Kelvin Burt

Burt loved Porsche Supercup

Burt switched from Ford to Volvo in BTCC for 1996

The 1996 Footwork was one of three F1 cars that Burt got to test

Burt during 1995 in BTCC maintained his F1 ambition

Massive BTCC Oulton crash in 1996 took the wind out of Burt's sails

Burt got his first F1 go in a Tyrrell, but the weather was against him...

Burt won 2001's British GTO championship in a works Porsche

can't remember it anyway – that is probably the main reason I have no reaction to it!

"I am good at driving cars and you don't think you are going to crash. You never do."

MN: But you have admitted it since – it did knock you sideways that shunt, didn't it?

KB: "Yes it did. It took the wind out of my sails. I really can't remember the crash, I remember coming out of Old Hall and there was Rickard Rydell, Alain Menu and me all really close. Rickard was in front and he got an oversteer on coming off Old Hall which backed us both up. I got a run on Menu and I went left side of him, because Cascades is a left-hander and I wanted the inside for the turn, and then Menu jinked to the left too.

"All I remember of Rickard oversteering and me getting the run on Menu and then I don't remember any more after that."

Question. Most people won't know that you raced for Toyota. You did a season in the Japanese Touring Car Championship in 1998 – how did that deal happen?
Phil Swaffer
Via email

KB: "I had won the Guia race at Macau for TOM'S in 1995 in a Toyota Corona and we had been up against guys like Jo Winkelhock and Steve Soper. When I ran out of steam in Britain I made contact with them and asked if there were any opportunities. They liked me and it was quite easy to do the deal."

MN: What was that like, doing a whole season out there? You won races and finished fifth in the championship…

KB: "I was unlucky, because the series folded at the end of my first year out there so there wasn't a chance to carry on. I have lived out there mainly during my time racing in Japan. I had a little apartment paid for by TOM'S. It was a great time and TOM'S has been a great mentor for a great many European drivers who have gone over there. They pay good money, they put you in a nice flat, you get a car to use and the prize money was good. It was a very nice set-up and I was just annoyed my time there came to an end."

Question: You were paired with Anthony Davidson and Darren Turner at Le Mans in a Prodrive Ferrari 550 in 2003. Do you regret not getting more chances at Le Mans?
Frank Winchcombe
Via email

KB: "A little bit, but you have got to go and chase these drives and that is not something I did. I didn't try hard enough to make it happen. It is a fantastic event – it is the race of the world, isn't it? – but it is actually really hard work, it is no party. You go flat out for the whole time. It is a sprint race for the entire time now.

"We had a great line-up, but unfortunately we lost a lap really early on in the first hour with a misfire, which wasn't fixed, in fact. So we did the whole race with this misfire and we were a lap down on our other car and we weren't running perfectly, so we had no chance to make up the ground and then we had the wheel-bearing fail on us.

"If I am honest, just shortly after that, I got a bit disenchanted with racing in general. I like it more now that I did 10 years ago – I ran out of the enthusiasm for it, to be frank."

MN sets the scene: After some initial forays in the Porsche Supercup in 1994, Burt returned to the German marque to win the British GTO championship in 2001 alongside Marino Franchitti. He also had a three-race spell in the Porsche Supercup again in 2006.

Question: What is the trick to getting the most from a Porsche?
Steven Nye
Via email

KB: "In 1994, I raced in Barcelona and Silverstone - which I won. That was down to Eddie Jordan, who took me around the Porsche paddock. He said 'I am sick of you hanging around the F1 garage, let's get you a job'. He went to the team told them I was really good and they should give me a shot, and they did!"

MN: What is the trick then? How do you get lap time from a Porsche?

KB: "Well, I don't understand people who can't get on with them. I just drive them like I drive a formula car, I just drive them properly. Less so now than it used to be, but you have got to get the weight transfer right and you have got to turn in while the weight is on the nose. But that is the same with the technique for any car, really.

"They do understeer though. If you brake early and try to pick the throttle up, it will understeer you out wide. You have to brake late, but the right amount of late, turn in while the weight is on the front and then great straight on the power and try to lock the differential a bit because they are a bit tail-happy when you don't do that. They are better when they are on power than off, and if you are hesitant with it they are really bad. The modern cars are a lot better with a wider track and a longer wheelbase. But the older air-cooled ones were tricky. I loved the Supercup, it is some really competitive racing."

MN: When you won the British GTO championship in 2001, that was a factory car, wasn't it?

KB: "It was, but it was an odd thing because we were effectively competing against their customers, weren't we? Honestly, I don't know how the idea came about. Marino Franchitti was in the car and on the scene before I was but then they chose me and I was very happy with that. I had had a couple of years of nothing, so that was very gratefully received."

Question: Do you consider yourself a single-seater, sportscar or touring car driver?
Katie Mills
Via email

KB: "My first reaction to that question is that I don't think there is such a thing as a

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LEWIS HAILS A MAGICAL MOMENT AS HE HITS A CENTURY
By Matt James
Lewis Hamilton has hailed his rivals after landing his 100th grand prix win in Russia on Sunday, snatching the victory from fellow Brit Lando Norris.
From pole position, McLaren man Norris seemed set to take his maiden victory until a late rain shower left him slithering off the circuit. Hamilton had been called in by his Mercedes team and swapped tyres. He was able to hunt down Norris and take the race win in the dying moments.
Hamilton, who finished one place ahead of his title rival Max Verstappen, says the 100-win benchmark is something he finds hard to believe.
The seven-time champion said: "It's a magical moment. I could only ever have dreamed of still being here and having this opportunity to win these races and get to drive against such phenomenal talent this late in my career and to continue to building with Mercedes. I'm so proud of everything we've done, not only on track but also off."
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FEATURE

Burt's Prodrive Ferrari 550 at Le Mans was scuppered by a misfire

Burt mentors Heikki Kovalainen in British F3 in 2002 at Silverstone

driver who is dedicated to one thing like that. You should be able to drive all of them if you are any good! So I would first and foremost consider myself to be a racing driver.

"To answer the question how Katie wants it answered, I would say single-seater driver. If you look at the people who are winning in any of those cars, a lot of them have done all of those things anyway."

Question: Is there anyone you raced against who didn't make it even though they were quick enough?
Paul Tilehurst
Via email
KB: "I would need a long time to think about this, but the one who always pops into my head is Vincenzo Sospiri. But did he or didn't he make it? He won Formula 3000 [in 1995]…he is probably the quickest driver that I raced against. On his day, he could beat anybody. He was too Latin though – up and down too much, that was his problem perhaps."

Question: Which achievement in your career are you most proud of?
Paul Gordon
Via email
KB: "That is a hard one. I would say getting as far as driving Formula 1 cars. It was done on speed and results, rather than the fact I could sponsor half the team which seems to be the way these days…"

Question: Is it true that Pentti Airikkala gave you some tips? Did you ever fancy having a go at rallying?
Matt James
Motorsport News
KB: "Yes, that is true. I really did fancy it. When I went to him and got in a car with him, Pentti said straight away that I could have been a rally driver. He used to teach all sorts of things – he had a standard Ford road car but he had opened up the brake valves to the back of the car, so it had a load of rear-brake bias. When you braked hard and turned, you could very easily get it sideways and then flick it the other way – like the proper hero rally drivers.

"I had gone there to learn left-foot braking before I joined the Ford BTCC team full-time in 1995. We were just on this airfield somewhere going around and doing these Scandinavian flicks.

"Airikkala said I had a feel for it, but you can't switch from one to the other. I know Kimi Raikkonen tried to do it, but that didn't do well, did it?

"It is so specialist, and you have to learn the stages. They know a lot of the stages as well as we know the race tracks. That's where someone just jumping into it will be at a disadvantage. OK, I know they reverse the direction, but you just can't buy knowledge like that. You have to have some much commitment through the trees and next to the big drops. You have to be 100% on it, and if you are two per cent off, you will be nowhere.

"So yes, I would love to have done it but I would needed to have committed to it early on in my career and stuck to it. I would only have wanted to do it if I could have given it a proper crack. I would want to be winning."

Burt had Astra BTCC '04 run-outs

MN sets the scene: Since not having a full-time drive, Burt can often be found in the junior single-seater paddock working as a driver coach and imparting his wisdom.

Question: What is the most important bit of advice you give to young drivers these days?
Jason Inglis
Via email
KB: "Drive your own car and don't believe the bullshit, that's what I would say. I have upset people by saying things like this before, but all this media training and simulator stuff…Number one, they are all doing it so there is no advantage to doing just what everyone else has done.

"You can almost disappear up your own arse with all these managers and what-have-you. The youngsters should just drive the car. Trust what their backside is telling them and just drive the car."

Question: Have you retired?
Jonathan Tinkler
Via email
KB: "Well, yes, probably. I don't chase drives at all. I never did, and that was probably one of my biggest shortcomings. I didn't chase it when I should have been chasing it and so I am certainly not going to be chasing them now."
MN: But you are doing the Walter Hayes Trophy in November at Silverstone…
KB: "That's all down to Jonathan Lewis – he just wants to have a laugh with his mates so he roped me in. It will be nice to drive because of what the car is – a Van Diemen RF80 in Roberto Moreno colours from 1980. I am not sure the car will be fully in the hunt, so I don't think it will reignite any proper burning passions from me to race. Maybe if it is wet I will have a chance." ■

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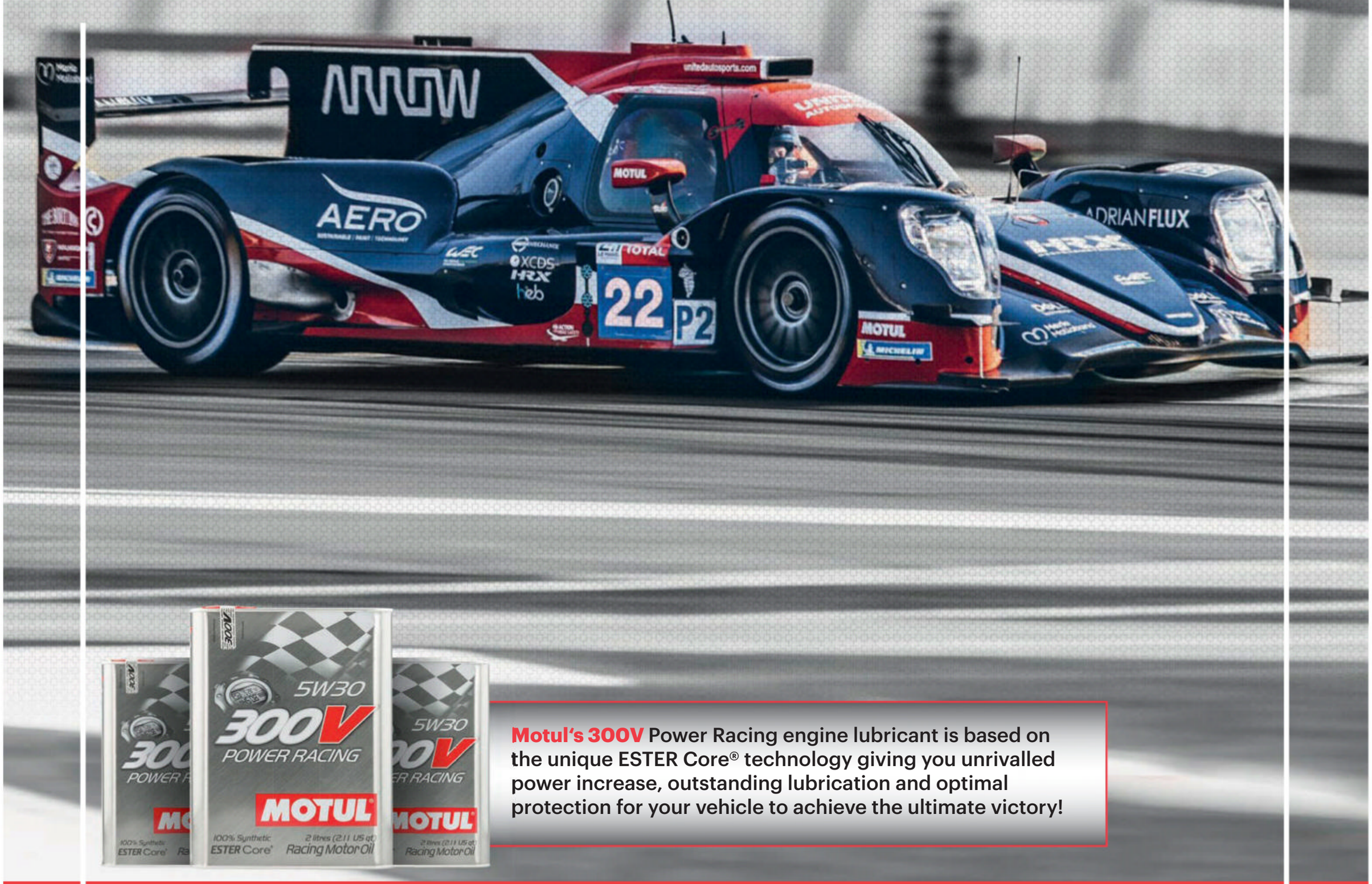

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Speedworks Motorsport boss Christian Dick and head mechanic Jack Coker take us through life at the cutting edge of the BTCC

Just before the final round of the 2021 British Touring Car Championship season, we caught up with Speedworks Motorsport team principal Christian Dick and Rory Butcher's number one mechanic Jack Coker to discuss what goes on behind the scenes at the factory between race weekends as well as their aspirations for 2022.

Speedworks' next step is taking the BTCC title

Motul "vital" to Speedworks' speed and reliability

How did you get into motorsport and your current role?

Christian Dick: "I ended up in my role kind of by accident. I knew that I loved motorsport from a young age. Thankfully I had parents that did as well, so I've been in and around that world for as long as I can remember. From age 10 through to 30 I was racing myself while also running the team. The role has evolved over the years, with BTCC being the main headline for us, and my role developed into being the team manager."

Jack Coker: "I was studying mechanical engineering and thought motorsport might be a good avenue to follow so I started off as a volunteer in the team, came down and wanted to give it a try and thankfully Christian and Amy said yes. That was 10 years ago."

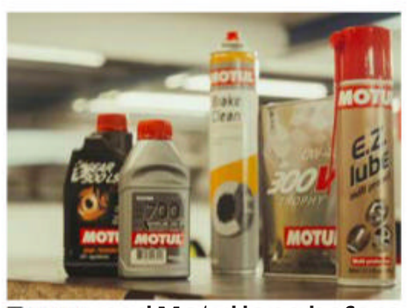
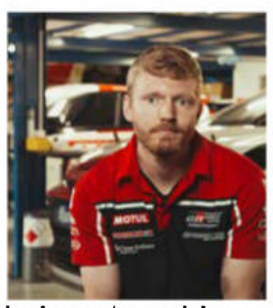
Can you give us an overview of Speedworks Motorsport's history?

CD: "Speedworks was originally set up in 2005 to run in a one-make Mazda MX-5 championship, and since then we've gone from strength to strength. We were very much a grassroots team when we started, but we've learnt a lot on our journey coming up through the ranks from Mazdas to Ginettas; from G20s through to winning the British GT4 Championship in a G50 in 2010. In 2011 we moved to the BTCC."

What tasks does the team undertake between race weekends?

CD: "It's quite intense: sometimes we have a smaller turnaround than at other times. If it's back-to-back weekends, we will get back on Sunday night and get everything prepared and sorted to leave again on Wednesday. Provided we've got no major chassis or accident damage, we have a standard preparation. The cars will get stripped back and every component will get crack checked, cleaned, serviced and put back."

JC: "My role is maintenance on the car between and during race weekends, set-up changes and making sure the decisions Rory and the engineers make go onto the car. The level of preparation between race weekends varies depending on the damage you've picked up."



Team used Motul long before their partnership

What can often be the major time-consuming elements of your team's work back at the factory?

CD: "The area that consumes the most time is damage: the BTCC action can be robust and if we end up with damage on one or both cars, a short turnaround can be a tough ask. The focus is always also performance. We are looking at data analysis to establish where we are strong, where we are weak and what we can change to improve."

How important is having trusted partners like Motul to ensure quality products are used on the team vehicles?

CD: "It is vital that we have partners like Motul along for the ride with us. It's vital to our existence, not only for the financial support we get, but also from every element of reliability on track through to performance.

"Motul's input to us isn't just the race vehicles themselves, it's things such as trucks, team vehicles, crew buses that take people to the circuit.

"They all use Motul. Our on-track performance is determined by the quality of the products we get supplied by Motul."

What Motul products are used on the vehicles?

CD: "Motul offers a huge range of products that are useful for us. This is areas such as general lubrication where we use a product called EZ lube, right through to the major components. For the engine we use the 300V 040 product, gearbox we use the Gear 300 product, and we use Motul grease in the driveshafts. It's not just component life we're looking to improve, it's performance we're looking to gain. Whether that's friction reduction or the outright performance these products can give us in a straight line, we need that performance."

JC: "We use Motul products daily for cleaning through to mechanical elements. We used Motul products long before we were sponsored by them because they are the best products you can buy. We are lucky to now have them onboard as a partner so we can use their technical knowledge to ensure we're using the correct product for the correct application."

What are the team's ambitions over the next few years?

CD: "This year we grew to two cars, and that was a big change for us. Running two cars in the BTCC is a challenge to make sure we can be as competitive as we can with two cars. That competitiveness is what drives us forward. We're not here to make up the numbers, we're here to win, so the overall objective in the next few years has to be that we win the championship. We know that we can win races, so it's a case of stringing together those performances to win the championship."

JC: "For me, it's quite simply to win the championship and to be part of that winning team, knowing I've helped everyone to achieve that goal."

"Using Motul's products can help us with the outright performance of the car"

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BTCC REPORT: BRANDS HATCH

IN BRIEF

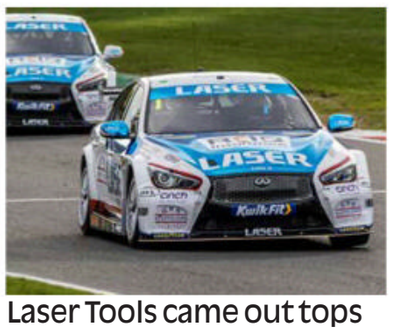
Wilmot is in
Andy Wilmot replaced Jack Butel in the Excelr8 Trade Price Cars Racing Hyundai i30 N for the final round of the season as the previous incumbent – who was on hand offering tips to Wilmot – was suffering injuries from his accident in the previous round at Donington Park. The 41-year-old failed to set a time in qualifying as he was uncomfortable in Butel's seat but amendments were made and he was allowed to start from the back in race one, His best result of the weekend was 19th in the second race of the meeting.

Turkington is quick
Colin Turkington lined up in eighth spot for the opening round on Sunday, but his performance was enough for the WSR BMW 330i M Sport driver to claim the Goodyear Wingfoot award, which celebrates the strongest average qualifier across the 10-event campaign. Turkington scored 114 points, which was 14 more than BTC Racing Honda Civic man Josh Cook and 15 more than Team Dynamics Honda Civic Type R man Dan Rowbottom. It was a back-to-back Wingfoot success for Turkington. "This award means a lot," said Turkington. "It means I am one of the quickest out there, and I like that."

Senna's pole dance
BTC Racing Honda Civic Type R driver Senna Proctor grabbed pole position at Brands, the second of his top-flight tin-top career. The Yorkshireman set a 1m30.237s lap, which was enough to knock the sister car of Josh Cook from top spot by 0.011s. Team Dynamics Honda Civic driver Dan Rowbottom grabbed third, but said he had been held up by the third BTC Racing Honda of Jade Edwards on his fast lap. Rowbottom's team-mate Gordon Shedden was fourth.

WSR's sixth sense
WSR and BMW secured the Manufacturers-Constructors spoils after the opening race at Brands Hatch despite being outscored in that round by Motorbase and Ford. WSR and BMW racked up 869 points with its nominated drivers Colin Turkington, Stephen Jelley, Tom Oliphant and Adam Morgan all contributing to its total. It was 87 marks clear of Motorbase and Ford.

Infiniti's Laser focus
New champion Ash Sutton's performances over the season helped his Laser Tools Racing Infiniti squad secure the teams' championship after Brands Hatch despite a strong late flourish from the BTC Racing Honda team. Team Dynamics secured third spot. In the race for the Independents teams' crown, Laser Tools outscored Team Dynamics.



Laser Tools came out tops

Champ on his way to a victory

A third crown went the way of Ash Sutton

SUTTON SIGNS OFF IN THE FINEST STYLE

Cook won twice, but the new champ was untouchable at Brands. By David Addison

It may have been the expected outcome with Ash Sutton winning the British Touring Car Championship title, but it wasn't a dull day - with plenty of talking points and the usual hard luck stories. Ultimately, a third title and a fifth race win of the year capped the Laser Tools Racing Infiniti man's day of days after a superb season.

Josh Cook had been the king of races one and two in his BTC Racing Honda Civic Type R before Sutton, with the title already in his pocket, went on the rampage in the finale. It was the 2021 champ's perfect sign-off.

Race one

Senna Proctor lined up on pole for race one in his BTC Racing Honda Civic Type R but Cook pulled a great move at Druids on the opening lap to charge up the inside of the Yorkshireman to grab the lead.

Once ahead, Cook wasn't troubled as he maintained his advantage and without a chance of winning the title (having lost the pole point to Proctor), he could just concentrate on race wins.

"I'm really pleased," said Cook. "I can just relax now and see what I can do. I needed to make that move early because the cars are so equal but once ahead it was fine."

Proctor was kicking himself at the end of the race. "That switchback move was playing on my mind," he explained, "so second is disappointing but still good I suppose."

He hung on to second with Gordon Shedden (Team Dynamics Honda Civic Type R) pouncing on team-mate Dan Rowbottom off the start to move up to third. Shedden looked to have the pace to attack Proctor but it was an almost F3-style, tenth-gained, tenth-lost battle.

"I never had the extra performance to attack," admitted Sheds, "but I like these podium finishes."

Rowbottom also lost out to Dan Lloyd (Power Maxed Racing Vauxhall Astra), which continued its impressive recent pace, weight-free, by also capitalising on Jack Sears Trophy champion Rowbottom getting slightly wide at Paddock and making the move stick at Druids.

In sixth was Sutton, exactly where he had qualified, and it was the Saturday qualifying session that was key to his weekend as that put him ahead of Turkington. Sutton, in safe mode, serenely kept out of trouble and outscored Turkington who sat on his tail for the early part of the race.

"Once the tyres came in, it was like flicking a switch," said Sutton. "I had to keep out of trouble for the first couple of laps but then I could go for it and get away from Colin."

That stretched his championship gap over Turkington and made race two even easier especially as Ash had shed weight from his initial 75kg going into the opener to a mere 33kg.

Outside the top 10 came Jake Hill's MB Motorsport Ford Focus in 12th and Tom Ingram's Excelr8 Hyundai one place behind. Hill was struggling with a car that needed major adjustments before race two and felt nothing like his winning Croft car, while Ingram pointed to the weight in the car as the reason for the struggle the previous 17 laps had imposed.

Both were stuck in traffic behind 10th-placed Ollie Jackson (MB Motorsport Ford Focus) and Tom Oliphant's WSR BMW, with Chris Smiley's Excelr8 Hyundai and Adam Morgan's Ciceley Motorsport BMW all in the traffic jam.

And spare a thought for Stephen Jelley who had been running in the top 10 until a misfire set in on his WSR BMW. He fell to 23rd and nearly accounted for Hill and Ingram, who went either side of the ailing BMW, and then clanged into each other as they went for the same piece of real estate. Disaster was averted... just.

Behind the title excitement, Tom Chilton took his Ciceley Motorsport BMW to ninth, his best of the season and Chilton would play a part in race two as well...

Race two

An early safety car period was called on lap one with cars strewn around the Indy circuit.

The first casualty was Proctor who was on the outside of Cook heading up the hill to Druids but Senna received a tap from Lloyd under braking which fired the Honda into the gravel. As everyone else scrabbled around the hairpin, Chilton found himself in a battle with Jackson's Ford and Chilton switched to the inside line on the run to Surtees. So did Jackson with the result that Chilton biffed him sideways and Ollie couldn't hang on to the slide on cold rubber.

As he went around, Oliphant's BMW entry hit the spinning Ford and knocked Jackson into the path of Morgan. Two BMWs were out with suspension damage as was Jackson with Ingram badly delayed as he ran wide to avoid the mayhem and was hit by Morgan as he was going off as well.

It dropped Ingram to 23rd although another of those looking for the runner's up spot, Hill, had also been delayed when he was run out wide at Druids earlier in the lap. He had been forced off line and held a massive slide as he dropped a handful of places.

When the race resumed, it was a late call from race control meaning that the first three of Cook, Lloyd and Shedden were well clear of Rowbottom and the pack behind. "The team didn't get the call until late so I got it late. I might as well have been in Central London I was that far behind…" rued Rowbo.

In his efforts to make up ground Rowbottom ran slightly wide at Paddock and that enabled Turkington to pounce on the run up to Druids.

That put him fourth with Sutton sixth, but Ash was on the radio to engineer Tony Carrozza ensuring he knew what Colin needed to do to stay in contention and whether Ash himself needed to attack.

He stayed sixth which was enough to take the title after another measured, almost understated, Sutton drive. It was an in-lap full of emotion for Sutton who had looked relaxed all weekend. In tears, he told ITV viewers: "You don't know how much this means, how much we go through. I picked up some damage on the opening lap so that affected the toe link and made the car a bit more difficult but it was a case of keeping out of trouble and going for the points."

Rory Butcher was seventh in his Speedworks Motorsport Toyota Corolla, 19th in qualifying after the car behaved abnormally on new rubber and even an early grassy moment while trying to pass Aiden Moffat's Laser Tools Racing Infiniti and filling the front with grass didn't affect its pace.

Chilton's BMW was eighth for his best performance of the season. Indeed, race two was his first with weight in the BMW, his engineers suggesting that the only other thing that had been in the ballast box all season was a moth…

Another feel-good story was Sam Smelt's 13th place in the second Speedworks Toyota, his best result of the season as the relationship with driver coach Rob Austin continued to pay dividends.

With Cook's second win, it brought him into the mix for second in the championship with Turkington his main target. One race remained…

Race three

Dan Cammish, oh-so close to a championship win in 2019, was the man who pulled the reversed-grid draw and generated pole position for Jelley's BMW 330i M Sport with Chilton's Ciceley car alongside.

Butcher, now back at the races, would line up third and champion Sutton fourth with 33kg aboard. This, said the experts, would be a Sutton rout.

True, Ash didn't have to worry about points any more, but still had to fight for the lead in the early laps. Jelley bolted into the lead from pole as Sutton jumped Butcher for third and set off in pursuit of Chilton.

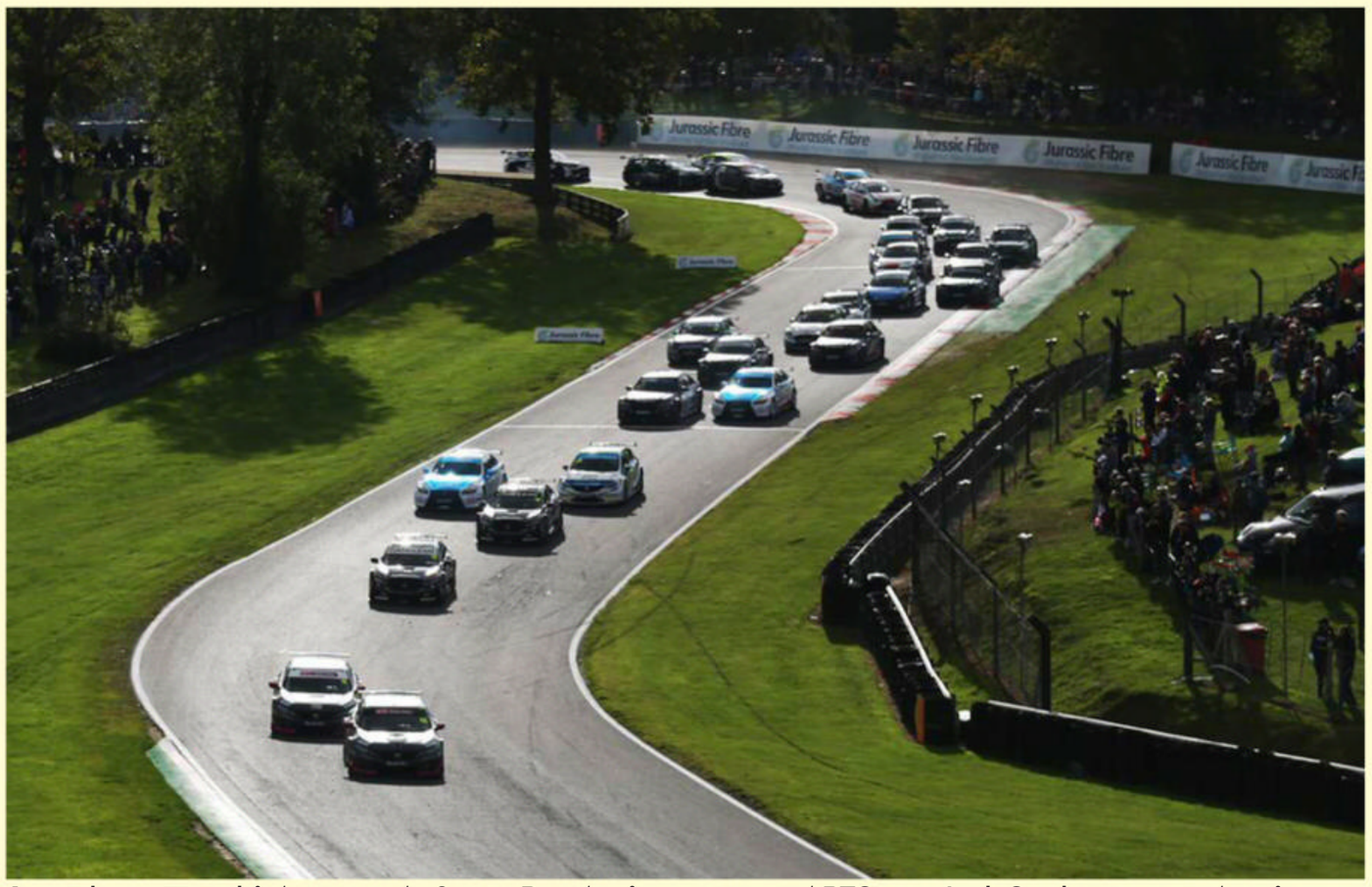
He made that move at the exit of Westfield by getting the switchback and diving to the inside as they ran up to Sheene Curve, but Jelley was still in charge as they ended the lap. One tour later and the race's complexion changed: first Rowbottom made his move against Chilton for third at Paddock and nipped by the BeeEmm, while at Graham Hill Bend, Butcher got on his toes and dived up the inside of Turkington. The Northern Irishman had already had contact at Druids that damaged his suspension and when he turned into the left-hander, the right rear gave way pitching him off the road and into retirement.

Suddenly, his second in the championship looked under threat especially as Cook, now his nearest threat, was doing a ripper job with 75kg aboard. Attention next switched to Sutton

Photos: Jakob Ebrey, Mike Hills

Race two started with a bang

Turkington suffered a tough time in race three


An early move on his team-mate Senna Proctor in race one set BTC man Josh Cook on course to win

who pulled a lovely switchback move on Jelley exiting Clark Curve to bag the lead with Rowbottom jumping the BMW on the run to Druids on lap four, perfectly timed as it transpired as a lap later Jack Mitchell's Team Hard-run Cupra ended its race in the Hawthorns gravel after a puncture-induced spin.

As the race caught its breath behind the safety car, it was Sutton from Rowbo and Jelley with a ballast-free Ingram fourth from 12th on the grid. Behind him was Cook, now focused on second in the title race with Hill next in the queue.

On the restart, Sutton edged away from Rowbottom but Ingram and Cook both moved ahead of Jelley before Stephen was hit by Hill which turned around the BMW at Surtees. That dropped Jelley, who had suffered an electrical misfire in race one, to an unrepresentative 24th.

As Sutton edged away from Rowbottom, the increases coming in greater chunks, attention turned to Ingram who was on a mission. As exciting to watch as ever, now with lights ablaze he homed in on the Team Dynamics Honda, Ingram used every trick in his armoury, incusing his disco-like flashing headlights.

"I was having a rave in the car," said DJ Ting after the race, but Rowbottom wasn't to be denied, as he bagged second behind champion Sutton ("If we hadn't had the safety car I reckon we would have more of a chance") and ahead of Ingram who had thrown everything at the Honda.

Hill, on home soil took fourth with Cook fifth to miss out on second in the championship by just three points to Turkington, while sixth was Chilton ending his season (and Ciceley relationship) with his best of the year.

"I had to work so hard," he said afterwards, "but I loved being par of the leading group," clearly relishing the opportunity to have been a factor in the three races.

Three championships now stand to Ash Sutton and he isn't done yet. Hybrid technology will be a new challenge next year but he will remain the benchmark driver. His stated aim is to be the man with the most titles to his name and worryingly for the rest, he only needs two more to become that man. Without doubt, Sutton was the class act this year.

SUPPORT RACES

All five British Touring Car support championships were up for grabs heading to the Brands Hatch finale, but only two went down to the last race and it was the Mini Challenge battle that proved most dramatic. Dan Zelos, the table-topper for much of the season, bounced back from a tricky qualifying to finish fifth, two spots behind team-mate Max Bird, in the opener, while fourth place to Bird's third in race two meant it all came down to the final contest with Bird just three points ahead on dropped scores. Both were involved in a nail-biting six-car lead squabble through a thrilling race, with Zelos edging past Jack Davidson on the run to the line to take second and the title, while Bird was fifth. Up front, Lewis Brown won the first two races and Max Coates took glory in the third.

There were also three points between Dan Cammish and Lorcan Hanafin in the Porsche Carrera Cup GB battle heading into the last race, after Hanafin triumphed in a dramatic opener when Harry King clattered into Kiern Jewiss. But a straightforward run to third in race two, while Hanafin spun, meant that Cammish sealed a third Porsche series crown.

Matthew Rees' path to British Formula 4 glory was surprisingly straightforward. A spin for closest rival Matias Zagazeta proved costly, meaning fifth places in the first two races sealed Rees the honours. The final wins of the RacingLine-operated, Ford-powered, Mygale-chassised F4 era were taken by McKenzy Cresswell and Tasanapol Inthraphuvasak.

Aston Millar sealed the Ginetta Junior championship with a win in a shortened opener – on a weekend dominated by red flags and safety cars – after passing Robert de Haan on the outside of Hawthorn. Millar won race two as well, while runner-up Liam McNeilly ended the year on a high in race three.

Fifth and fourth places in the first two encounters allowed Adam Smalley to secure the Ginetta GT4 Supercup crown. Both of these races were won by guesting James Kellett, before Tom Emson took his maiden triumph in the finale.

Stephen Lickorish

RACE WINNERS

■ **Mini Challenge**
Races 1 & 2: Lewis Brown (LDR Performance Tuning); **Race 3:** Max Coates (Graves Motorsport)

■ **Porsche Carrera Cup GB**
Race 1: Lorcan Hanafin (JTR); **Race 2:** Will Martin (Richardson Racing)

■ **British Formula 4**
Races 1 & 3: McKenzy Cresswell (JHR Developments) ; **Race 2:** Tasanapol Inthraphuvasak (Carlin)

■ **Ginetta Junior**
Races 1 & 2: Aston Millar (R Racing); **Race 3:** Liam McNeilly (Fox Motorsport)

■ **Ginetta GT4 Supercup**
Races 1 & 2: James Kellett (Century Motorsport) **Race 3:** Tom Emson (Elite Motorsport)

Zelos withstood the pressure for Mini Challenge UK title victory

RESULTS

BTCC
Round 28
Laps: 17 Track: warm and dry

	DRIVER	TEAM/CAR	TIME
1	Josh Cook (39)	BTC Racing Honda Civic Type R	27m24.748s
2	Senna Proctor (18)	BTC Racing Honda Civic Type R	+0.639s
3	Gordon Shedden (21)	Team Dynamics Honda Civic Type R	+1.522s
4	Dan Lloyd	Power Maxed Racing Vauxhall Astra	+2.387s
5	Dan Rowbottom (9)	Team Dynamics Honda Civic Type R	+3.021s
6	Ash Sutton (75)	Laser Tools Racing Infiniti Q50	+4.721s
7	Colin Turkington (66)	WSR BMW 330i M Sport	+6.673s
8	Aiden Moffat (27)	Laser Tools Racing Infiniti Q50	+8.081s
9	Tom Chilton	Ciceley Motorsport BMW 330i M Sport	+9.598s
10	Ollie Jackson	MB Motorsport Ford Focus	+17.350s

11 Tom Oliphant (WSR BMW 330i M Sport) +17.538s; 12 Jake Hill (48) (MB Motorsport Ford Focus) +18.454s; 13 Tom Ingram (57) (Excelr8 Motorsport Hyundai i30 N) +18.644s; 14 Adam Morgan (Ciceley Motorsport BMW 330i M Sport) +18.784s; 15 Chris Smiley (Excelr8 Motorsport Hyundai i30N) +18.803s; 16 Rory Butcher (33) (Speedworks Motorsport Toyota Corolla) +19.148s; 17 Jack Goff (Team Hard Cupra R) +19.981s; 18 Sam Osborne (Motorbase Performance Ford Focus) +21.685s; 19 Jason Plato (Power Maxed Racing Vauxhall Astra) +22.147s; 20 Sam Smelt (Speedworks Motorsport Toyota Corolla) +22.911s; 21 Jack Mitchell (Team Hard Cupra R) +25.044s; 22 Carl Boardley (Laser Tools Racing Infiniti Q50) +30.495s; 23 Stephen Jelley (WSR BMW 330i M Sport) +30.797s; 24 Rick Parfitt (Excelr8 Trade Price Cars Racing Hyundai i30 N) +30.975s; 25 Andy Wilmot (Excelr8 Trade Price Cars Racing Hyundai i30 N) +37.693s; 26 Jade Edwards (BTC Racing Honda Civic Type R) +39.312s; 27 Aron Taylor-Smith (Team Hard Cupra R) +1m13.399s; R Nic Hamilton (Team Hard Cupra R) 12 laps; R Andy Neate (Motorbase Performance Ford Focus) 4 laps/spin. **Pole position:** Proctor 1m30.327s (97.07mph). **Winner's average speed:** 90.54mph. **Fastest lap:** Shedden 1m31.245s (96.00mph). **Lap leaders:** Cook 1-17. **Brackets** = success ballast

Round 29: 18 laps Track: dry

	DRIVER	TIME
1	Cook (75)	30m55.544s
2	Lloyd (48)	+0.587s
3	Shedden (57)	+1.432s
4	Turkington (28)	+1.745s
5	Rowbottom (39)	+2.352s
6	Sutton (33)	+3.169s
7	Butcher	+4.073s
8	Chilton (15)	+4.333s
9	Jelley	+4.805s
10	Hill	+5.706s

11 Goff +6.809s; 12 Ingram +6.924s; 13 Smelt +7.358s; 14 Osborne +7.903s; 15 Boardley +8.533s; 16 Edwards +11.243s; 17 Mitchell +12.094s; 18 Plato +12.246s; 19 Wilmot +15.083s; 20 Taylor-Smith +59.263s; 21 Parfitt -1 lap; 22 Moffat (21) -1 lap; R Hamilton 11 laps/mechanical; R Smiley 6 laps/damage; R Neate 5 laps/mechanical; R Proctor (66) 0 laps/accident; R Jackson (9) 0 laps/accident; R Morgan 0 laps/accident; R Oliphant 0 laps/accident. **Winner's average speed:** 84.97mph. **Fastest lap:** Rowbottom 1m30.964s (96.30mph). **Lap leaders:** Cook 1-18. **Brackets** = success ballast

Round 30: 18 laps Track: dry

	DRIVER	TIME
1	Sutton (33)	30m22.671s
2	Rowbottom (39)	+1.369s
3	Ingram	+1.502s
4	Hill (9)	+3.274s
5	Cook (75)	+8.001s
6	Chilton (21)	+8.960s
7	Shedden (57)	+9.682s
8	Goff	+10.043s
9	Butcher (28)	+11.992s
10	Plato	+13.002s

11 Jackson +14.806s; 12 Smiley +15.345s; 13 Lloyd (66) +15.962s; 14 Taylor-Smith +17.214s; 15 Oliphant +17.461s; 16 Morgan +17.697s; 17 Osborne +19.176s; 18 Moffat +19.397s; 19 Proctor +20.545s; 20 Edwards +21.143s; 21 Smelt +21.462s; 22 Neate +31.965s; 23 Hamilton +32.503s; 24 Jelley (15) +42.127s; 25 Wilmot -1 lap; R Mitchell 4 laps/accident; R Turkington (48) 1 lap/damage; R Boardley 0 laps/damage; R Parfitt 0 laps/technical. **Winner's average speed:** 86.50mph. **Fastest lap:** Hill 1m31.553s (95.68mph). **Lap leaders:** Jelley 1-2; Sutton 3-18. **Brackets** = success ballast

Drivers standings

POS	DRIVER	POINTS
1	Ash Sutton	357
2	Colin Turkington	306
3	Josh Cook	303
4	Tom Ingram	300
5	Jake Hill	295
6	Gordon Shedden	251
7	Rory Butcher	247
8	Aiden Moffat	230
9	Dan Rowbottom	222
10	Senna Proctor	206

11 Dan Lloyd 190; 12 Stephen Jelley 174; 13 Adam Morgan 161; 14 Jason Plato 156; 15 Chris Smiley 138; 16 Tom Oliphant 129; 17 Jack Goff 90; 18 Ollie Jackson 77; 19 Tom Chilton 64; 20 Aron Taylor-Smith 33; 21 Dan Cammish 30; 22 Carl Boardley 29; 23 Sam Osborne 16; 24 Sam Smelt 5; 25 Jack Butel 4; 26 Jade Edwards 1.

Independents Trophy

POS	DRIVER	POINTS
1	Sutton	404
2	Ingram	360
3	Cook	350
4	Moffat	304
5	Shedden	302
6	Rowbottom	293
7	Lloyd	263
8	Proctor	257
9	Morgan	238
10	Plato	238

11 Smiley 220; 12 Goff 185; 13 Chilton 133; 14 Taylor-Smith 120; 15 Boardley 94; 16 Butel 55; 17 Cammish 32; 18 Edwards 25; 19 Rick Parfitt 23; 20 Jack Mitchell 19; 21 Nic Hamilton 10; 22 Andy Wilmot 3; 23 Nick Halstead 2.

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FEATURE

A MINI ADVENTURE FOR BRITISH RALLYING

Cost-effective one-make rallying has returned with the iconic Mini Cooper, writes Nick Garton

One-make rallying is back with new Mini Cooper Challenge

John Goff thought his rally preparation days were behind him but retirement has gone on hold for Minis

Back in the days of motor manufacturers investing in the UK sport, single-make rally championships were all the rage. From series funded by Ford, Skoda, Nissan and Peugeot emerged almost every British driver of note – not least future World champions Colin McRae and Richard Burns.

In recent years, the absence of nursery classes for rallying in simple production-based cars has been felt among youngsters and cost-conscious club competitors alike. It is a cause that veteran rally man John Goff long championed in his years as a rally school owner, but in 2018 he decided to call time on his long career and put his business up for sale. Then fate intervened.

"Covid's responsible, really," says the founder of the new Mini Cooper Challenge. "Covid and Brexit. I retired, bought a place in Spain which I've still never been to yet, and I sold everything. But I was still getting emails from people asking if I could help them go rallying.

"So eventually I decided that there was only so many times I could mow the lawn and looked at what could be done.

"I found the R50 Mini Cooper, I found that the donor cars were affordable, we built two of the Minis to test them and I gave the cars to various people to go on rallies with. From there I found that they worked, so then we had people help us and fund us and put a one-make challenge together."

Anyone who has been involved in running a one-make series for circuit or rally competition knows that, for all the good days and good intentions, it can be something of a hamster wheel. Certainly, the job involves a good deal of time spent trying to police the series technically, push event organisers for better deals and occasionally wade into the minefield of competitor relations. It's certainly not the sort of relaxing life that Goff had been preparing for in sunny Spain, but he relishes the job he has created.

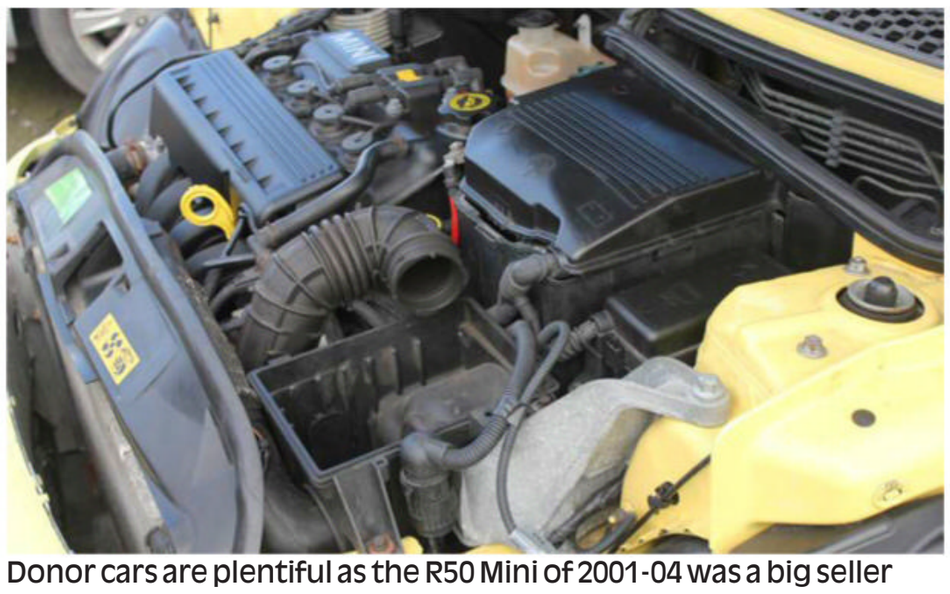
"It's my way of putting something back into the sport that gave me a living for 50-odd years… The trouble is I've been in the job all my life, I got thrown out of school to do what I'm doing today," he chuckles.

"I go back to when I was 14 and my mentor was a fantastic road rally champion in the 1960s, a guy called Frank Pierson, and one day he said: 'do you want to have a week off and come and watch the Gulf International Rally?' It was about 1965… when I got back to school the headmaster was waiting for me and he said: 'Goff, you're wasting our time and yours so you may as well go now!' So I got on the bus and went to work… straight into rallying!"

For this new venture, Goff set up shop in a much smaller premises near his old base in Whitchurch, North Staffordshire, where armed with just one small toolbox left over from his old business, he began the process of converting the 2001-'04 Minis into bargain rally cars. It's not a job that BMW ever envisaged for its baby hatchback, but they have proven to be a success.

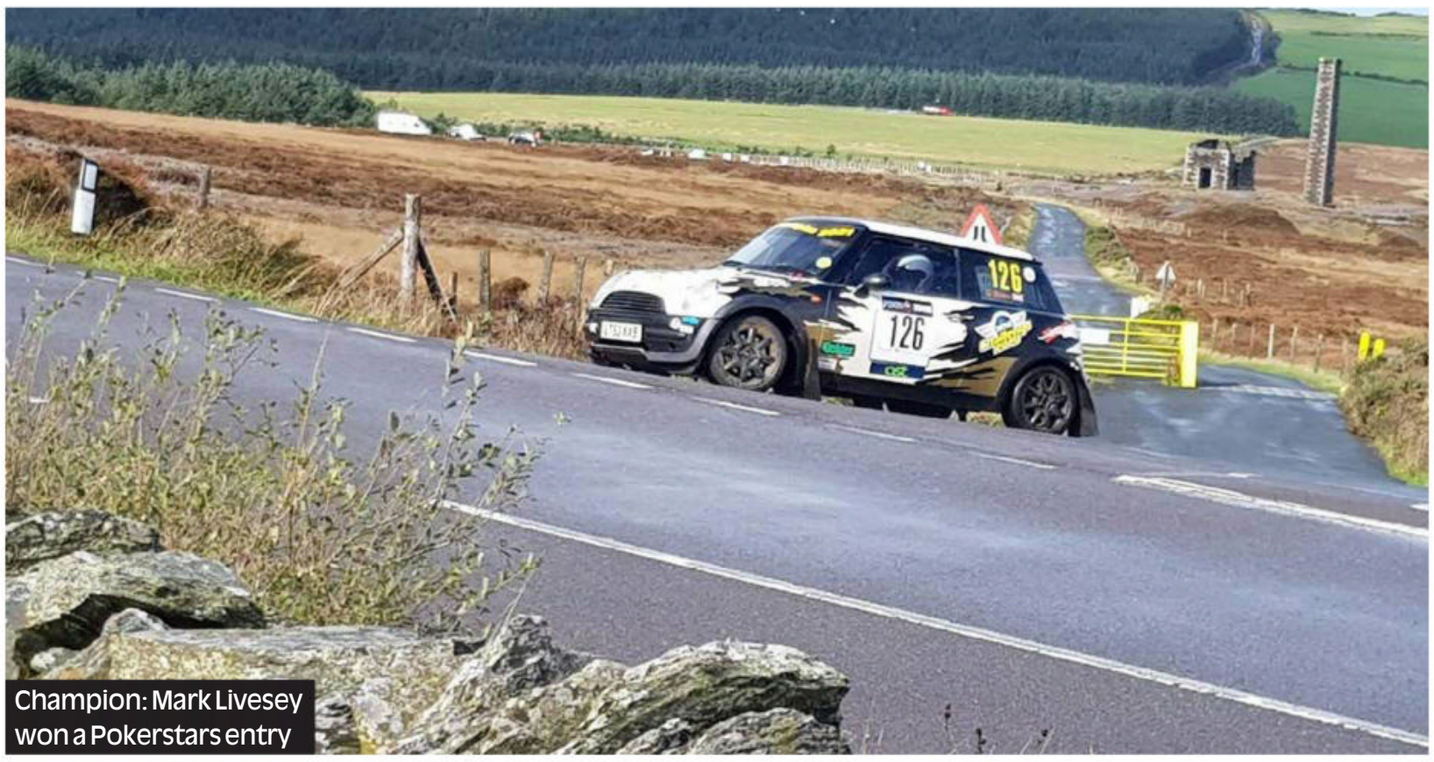
Photos: Nick Garton, JDC Motorsport, Rallyme

Mini cockpit makes a pleasant place to rally

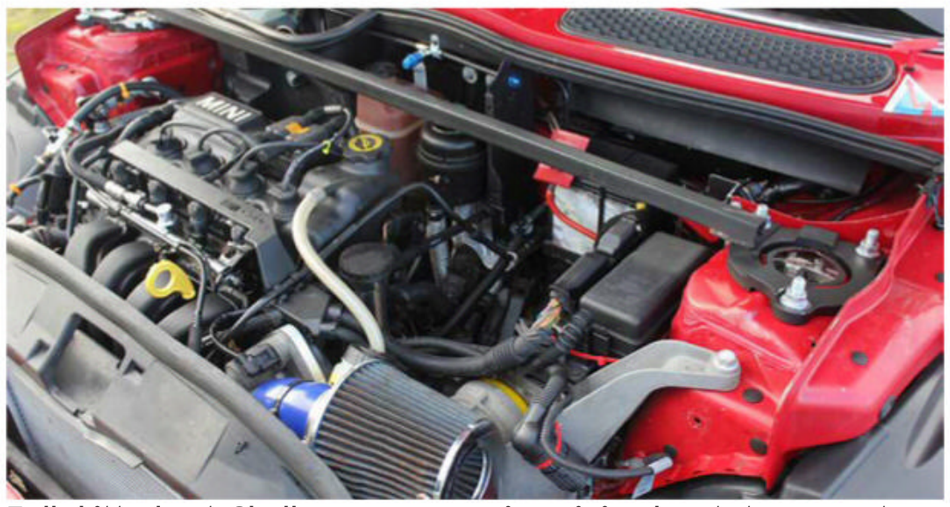


Donor cars are plentiful as the R50 Mini of 2001-04 was a big seller

After running on asphalt only in 2021, the Minis will hit gravel in 2022



Champion: Mark Livesey won a Pokerstars entry



Fully kitted out, Challenge cars require minimal parts to compete

"The cars are coming up 20 years old and the first time you have them to bits they're a nightmare," he says. "It took us 10 hours to take a gearbox out with a knuckle bar and a big length of pipe but once you've got them apart once you can change a gearbox in an hour and a half."

The main differences between the Mini Cooper Challenge cars and their road-going siblings lie in the rollcage and safety equipment, limited slip differential and induction kit. Stronger rear trackrod arms and a front-end strut brace are recommended, and standard-issue suspension componentry is mandated. Exhausts must feature the original catalytic converter and the ECU cannot be tweaked, making them among the least powerful 1600cc cars but maintaining a high degree of parity between the entrants.

"The cars are fantastic, they're like go-karts, great fun to drive," Goff says proudly. "There are many faster 1600cc cars but when they are competing against each other it's incredibly close – on the last event of the year, three cars went into the last stage with a chance of winning the championship and the fully-funded drive on the Isle of Man!"

The first full season for the Minis was intended to be held over six rounds in 2020, but then the tsunami of the pandemic struck, and rallying was put on hold. It may have spelt the end of the dream for Goff and his customers, but after the hiatus, their debut season was finally started in 2021 with 13 registered drivers and 12 registered co-drivers. Crews are required to hold RS Interclub licences as the minimum requirement,in order to take part in single-stage events.

The opening round was the Compbrake Stages at Three Sisters back in May, followed by the Enville Stages, the Gareth Hall Memorial, the Pendragon Stages and finally the AGBO at Weston Park. As proof of the open nature of the category and the well-chosen selection of events, the youngest competitors do not yet qualify for a road licence – among them 14-year-old Florence Butler. "It was my first season, and really this was an easy way into the sport," she says.

"My dad has rallied for years. I started off doing scatter rallies and these were my first stage rallies with navigating. It wasn't difficult at all, nice and easy to navigate. The events were really good, different venues, gravel and closed roads. The series is really well run and welcoming, it's been a very good starting point for me."

Keeping costs to a minimum is a preoccupation for Goff, and for this year he came up with an innovative way to provide a standard tyre for the series.

Goff's series provides low cost thrills

"We used the Michelin Pilot tyres that they took off the Ginetta Junior [race series] cars," Goff explains.

"There was a big pile of these tyres at a race meeting and I said to the guy there: 'what do you do with these? They've only done a few laps, they're brand new!' I offered to buy them and now the competitors can buy six tyres for £180. In fact, this year's champion did all six rallies and his prize drive on the Isle of Man using the same six tyres!"

The inaugural Mini Cooper Challenge champion in 2021 was Mark Livesey, a veteran clubman competitor, who found that consistency was the decisive factor. After finishing second on the season opener, he notched up three third places and a win, with only one retirement on the penultimate round.

"I always say that rallying at any level is 50% skill and 50% reliability," Livesey says. "I've usually run 1400cc cars, I've got a Nova and a Corsa, I do quite a bit of scrutineering… It's become more expensive to compete and as a result more people are going Targa rallying in standard cars but for the Minis you can build a car for £5000 and be competitive.

> **"Everyone can relate to the Mini... it should be popular"**
>
> **Matt Faulkner**

"To my mind [Minis are] definitely the place to be. Your spending is capped, your spares are minimal, and you can get anything you need for them – it's surprising how much fuel it doesn't use! Basically, you just need to budget your entry fees unless you do some serious damage to the car."

Additional incentives include a free entry draw at each round, where the competitors' names are put into a hat and the winner gets their entry fee returned to them. The biggest carrot dangled by far, however, was the champion's guaranteed entry on the Pokerstars – although getting there was a logistical challenge for the champion, Livesey, to get there in the week after being crowned.

"I literally had to go home to fill out the entry form," he says. "I've really only done single venues before, no closed-road rallying. We went on the Wednesday, did the recce on Thursday, and went straight into the event… I wasn't sure how we were going to manage it, it was surreal, we got back into service about 0100hrs on the first night and then went off at 0900hrs for the day stages.

"Our aim was to finish and to prove that the Mini is a reliable little package and we made it to the finish. It was a once-in-a-lifetime experience to really get a feel for what top competition is like. We weren't really there to compete against anyone, just drink in this unforgettable experience."

The 2022 Mini Cooper Challenge series is now being prepared and Goff has introduced a slightly upgraded technical package together with the first opportunity for the Minis to compete on gravel. "I approached the Wolverhampton South Staffs Motor Club who run the North Wales Stages," Goff explains.

"I said: 'we can't afford £700 entries but if we start at the front of the field and doing the first loop of four stages, we can drive on the trailer and go home. Half the rally: half the entry fee.' They've had to get a second permit in order for us to run, but they've been very supportive and that's going to make the series all the more enjoyable for everyone next year to have a bit of gravel experience."

Among the new faces next year is another youngster, Matt Faulkner, who was priced out of the sport until he discovered the Mini Challenge, for which he is building a car to compete in 2022. "Previously I started doing the Junior 1000, but things got too expensive," he says.

"I prepare cars for other people now, and I think this will show what can be done at a lower-level budget because nobody really promotes anything below R2. It's a great chance for me to compete and for our business. Everyone can relate to the Mini, it's a well-known car and it should be popular with sponsors."

Goff is now preparing to host an open day at his Whitchurch premises this weekend (October 30-31) to which current and prospective entrants are welcome. Contact sales@rallycarsforhire.co.uk for full details. ■

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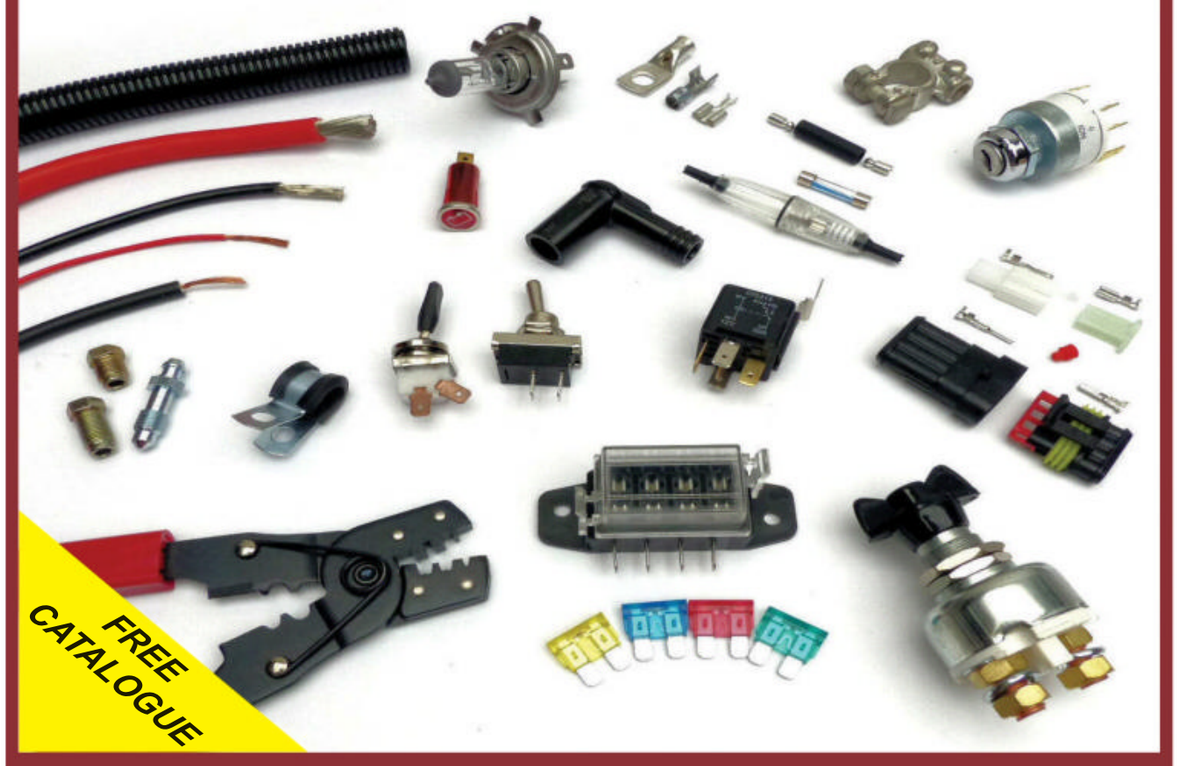

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RACING REPORTS

Photos: Steve Jones

SILVERSTONE: CSCC BY MARCUS PYE — OCTOBER 24

SHORT AND PATEL SECURE MAIDEN TRIUMPHS

Short work: father and son took Slick Series win

Patel held his nerve towards end of Tin Top encounter

RACE WINNERS

Slicks Series/Special Saloons and Modsports
Martin and Morgan Short (Mosler MT900 GT2)

Swinging Sixties/ Classic K
Nigel Reuben (TVR Griffith)

Tin Tops/Turbo Tin Tops
Manoj Patel (Honda Civic Type R)

Magnificent Sevens/ Open Series/New Millennium
Tim Davis (Caterham C400)

Future Classics/ Modern Classics
Alex Taylor (TVR Tuscan)

Morgan Short, sharing dad Martin's Mosler MT900 in the Slicks Series, and Honda Civic Type R racer Manoj Patel in the Turbo Tin Tops set had the broadest smiles at Silverstone on Sunday afternoon.

Both conquered the Grand Prix circuit, scene of Lewis Hamilton's F1 triumph in July, to score maiden race wins at the Classic Sports Car Club's seasonal climax attracted capacity grids.

The extravagantly be-winged BMW M3s of Dominic Malone (ex-Andy Priaulx E90 WTCC) and Darren Fielding's E46 version, finished a country mile behind the black Mosler. Rob Fenn/PaulWhight (Lotus Motorsport Elise), Kevin Jones (Noble M12 RSR) and John Saunders (Ginetta-Chevrolet G50) crossed the line together for the minor placings, Jones having punctured and Saunders gyrated en route.

Top Special Saloons and Modsports finisher was the Aston Martin DBS V8 of Rikki Cann/ Samuel Wilson, ahead of a two-car team comprising Danny Morris (Peugeot 309 GTi turbo) and Prism Racing's Clive Anderson (BMW E30 twin-turbo).

Despite a 60-second penalty for two previous Turbo Tin Tops wins this term, 30s more than several single victors served, Andrew Windmill came within 3.294s of catching Patel, who held his nerve in a heavier road-going Civic Type R as Windmill set about eroding his deficit with relish. Dad-and-lad David and Tom Hutchins completed a Honda podium lockout ahead of Tin Tops winner Tom Mensley (Renault Clio 172).

TVR Griffith specialist Nigel Reuben was on pole by 3.199s for the Swinging Sixties and Classic K race and found time to indulge a spin at Club on his way to a convincing win. Jamie Keevil (Lotus Elan) and the Datsun 240Zs of Den Halsey/Scott Gillam and Dave Roberts led the chase with Whight/Fenn who had leapt Lotuses into an Elan.

Ben Simonds, Tim Davis and Colin Watson streaked clear of Magnificent Sevens rivals before drizzle intensified, Davis getting ahead at the stops.

Expat Australian Dave Griffin in his smart BMW E90 M3 and Hugh Gurney/Colin Tester (E46 M3) finished fifth and seventh respectively after a tussle, winning the Open Series and New Millennium divisions.

The Modern and Future Classics curtain closer started behind a safety car, with Mark Chilton's four-wheel-drive Nissan Skyline the early leader. Alex Taylor aced it though, twitching past in the TVR Tuscan he had his debut with at Anglesey. When Chilton skated off at Chapel, the Masarati brothers, Miles and Piers, annexed second in their Porsche 964 Turbo, only to be excluded for not heeding the red flag flown four minutes early when Colin Whitmore's BMW E36 M3 corkscrewed into the gravel at Club. Tuscan duellists Tony Blake and Matt Holben were both penalised for short stops, but wound up third and fifth, split by Tommy Grout (E36 M3).

SILVERSTONE: 750MC BY MARCUS PYE — OCTOBER 23

RAF AND RADICALS TOP BIRKETT RELAY

Photos: Steve Jones

Alexander Smith helped RAF Motorsport team to win

RACE WINNERS

Birket Six-Hour Relay
Handicap: 1 RAF Motorsports: Alexander Smith (Honda Integra), David Russell (BMW 325i), Si Frowen, Daniel Smith (Ford Fiestas), Chris Slator (Peugeot 306 GTi) 166 laps (131+35 credit); 2 Mini Kievs: Kevin Fulbrook, John Wyatt, Chris Williams (Mini Cooper Ss), Keith Issatt (Mini Clubman); 3 Prep'n'Lay Racing Team: Russell Dack (BMW Com-pact), Paul Wood (BMW E46 M3), Brian Bransom (BMW E36 M3).

Scratch 1 RJ Motorsport 3 with Daytona: Simon Freeman (Radical SR10), Charles Graham (Radical SR3), Alistair Smart (Radical PR6) 160 laps; 2 RJ Motorsport 1: Mike Chen, Ash Hicklin, Chris Short (Radical SR3s); 3 M&Ms Racing: Matt Jones, Morgan Jones, Joe Crook (Radical SR3s);

Seventy years after Silverstone staged the first Six Hour Team Relay race – it's also visited Snetterton, Thruxton and Donington – its 10th running on the British GP circuit delivered a win in the handicap division for the Royal Air Force Motorsports for the first time since 2011.

Flight Sergeant Chris Slator, a constant down the years, played a key role in his faithful Peugeot 306 GTi.

The RAFMSA team's mix of youth and experience helped it stay out of trouble. It advanced in the closing stages, then stormed ahead in the last hour of a dry race barely interrupted by a brief late safety car. Marshals and circuit crews has otherwise effected live snatches under yellow flags, even when Ash Hicklin's Radical SR3 shed a rear wheel at Becketts.

The Ark Racing team – left with Ivor Mairs' BMW when its '71 Birkett-winning ArkSprite's gearbox failed in practice, and Derek Drinkwater's lumbering Cadillac Le Monstre replica blew its oil out – still led initially.

Twins Scott and Ryan Parkin (who each qualified three cars) then moved Darkside Developments ahead until Scott's potent and frugal VW Golf TDi Mk5 conked out while fourth on scratch.

Triple A's Lotus, Seat and BMW M3-equipped team thus returned to of the handicap table, while battling Prep'n'Lay Racing's trio of BMWs on both sides of the equation. Successive RAF sorties put it in front in the final hour, chased home by the Mini Kievs' BMW Minis and turbocharged Clubman estate, which covered more ground but had fewer credit laps.

Three of the four Radical teams set a cracking pace, focusing on the scratch prize. Simon Freeman's awesome 2.3-litre turbocharged Ford Ecoboost-engined SR10 extended an early advantage that Josh Smith's RJ Motosport never looked like losing. Daytona karting CEO Charles Graham (SR3) regained the prize he won in 2019 (with Wade Eastwood and F2 racer Luciano Bacheta) as Alistair Smart more than pulled his weight in a 1340cc PR6.

Despite their tribulations, Mike Chen, Hicklin and Chris Short claimed second from M&M's, grappling with a gearchange glitch. Prep'n'Lay's BMWs were best of the tin-tops, trumping Triple A's by three seconds. The 7 Series-Midlands posse, from a depleted Caterham entry, finished sixth, ahead of the class-winning Darkside duo.

KIRKISTOWN: 500MRCI BY RICHARD YOUNG — OCTOBER 23

FIESTAS SHINE AND CAN'T BE SPLIT AFTER EPIC BATTLES AT KIRKISTOWN

RACE WINNERS

Fiesta Zetec
Race 1: Mark Stewart; **Race 2:** Michael Graham and Mark Stewart (dead heat)

Ginetta Junior
Races 1 & 2: Se Og Martin

Roadsports
Race 1: John Benson (Cropssle 37S); **Race 2:** Niall Fitzsimmons (Radical Prosport)

Saloon/GT
Races 1 & 2: Gerard O'Connell (SHP Escort Millington)

The Zetec-powered Fiestas took centre stage at Kirkistown and provided two highly entertaining races, the second of which ended in a dead heat.

Race one started gently enough with series leader Mark Stewart getting the drop on the pack away from the line, but he was soon joined by a very on-form Michael Graham.

Graham took several laps to bridge the gap before slicing past to begin what turned out to be a race-long fight. The lead changed hands several times, and Graham made the last of these with a move ahead at the Hairpin.

He crossed the line first but, unseen by him yellow flags, had been flying when he made his move. A chat with officialdom meant he was demoted to second in the results.

The top six grid positions were reversed for race two which put Megan Campbell on pole, and she made good use of it in the early laps to head the train for a while. However Stewart, Graham, Neville Anderson, Colm Barrable and German visitor Timon Dohnke had other ideas. They descended on her like a pack of wolves, taking time only to fight among themselves.

All of them led at one time or another with Campbell, still fighting hard, in their midst, until the chequered flag put an end to the fun. At the line, Graham and Stewart couldn't be separated and so were eventually declared joint winners.

Not to be outdone, a small field of Ginetta Juniors also entertained. It provided two wins for Se Og Martin. The first was taken from Sean McGovern, who fought back after an earlier delay, while the second was taken after playing a nip-and-tuck game with Ben McFall.

In the Saloons and GTs encounters, Gerard O'Connell's SHP-built Ford Escort romped away from the rest to score two more wins in GT while saloon honours were shared by Dan Keelan (Fiesta ST) and Donal O'Neill (Seat Cupra).

The spoils in the concurrent Mazda MX-5 races went to Gregory McMillan on both occasions.

A much-enlarged Roadsports field provided wins for John Benson's Crossle in race one, and Niall Fitzsimmons's Radical in race two.

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: Rachel Bourne

OULTON PARK: BARC BY PETER SCHERER — OCTOBER 23

Little Jr and Sr (345) took four-hour C1 race glory

RACE WINNERS

C1 Challenge
emaxmotorsport (James Little/Jake Little)

CNC Heads Sports and Saloons
Races 1 & 2: Paul Rose (Saker RAPX S1-5000)

Kumho BMW
Races 1 & 2: James Card (E46 M3)

Tiedman Trophy
Race 1: Ben Powney (Jedi);
Race 2: Nikita Abramov (Jedi Mk6/7)

LITTLES GO LARGE WITH A TRICK C1 STRATEGY

Card took two very different Kumho BMW victories

The father-and-son pairing of James and Jake Little took the victory spoils in the four-hour C1 Challenge for emaxmotorsport at Oulton Park.

They used a strategy of early pitstops and refuelling, which meant they dropped back to 39th place, before mounting a comeback.

Pembrey winner Julian Daniel held second going into the final half hour but was caught and passed by Quattro Formaggio's Chris Parkes.

However Gary Prebble's Silverlake car had also caught them both, and after taking third from Daniel, he got Parkes too as the battle pack rounded Cascades for the 71st and last time.

Team Davies' John Davies and former British Touring Car Championship racer Patrick Watts' Ladybird car completed the top six.

Paul Rose took two wins in his Saker in the CNC Heads Sports Saloons encounters. He headed Jon Woolfitt's Spire from Island on lap one, leaving his rival to battle it out with Steve Harris's Saker and Luke Armiger's Vauxhall Tigra.

Woolfitt briefly dropped back with gear selection problems, while his brother Paul retired with a broken exhaust. The red flags then came out after second-placed Harris tripped over a backmarker at Druids, so Armiger was declared second, from Jon Woolfitt and Paul Dobson's Locost Mazda.

With Rose starting at the back for race two, Jon Woolfitt had the lead until Clay Hill on lap six when Rose prevailed. Woolfitt managed to retain second from Andy Bicknell's Ginetta G50 and Mark Primett's Banks Europa.

Sixth and his second class win of the day was enough for Ginetta driver Jamie Cryer to be crowned 2021 champion for the second successive year.

Having led the first Kumho BMW race comfortably, James Card's E46 M3 was eventually caught and passed by Jason West's similar car with a lap to go. The pair exited Lodge as one for the final time and Card came out on top in the dash for the line, with Brad Sheehan a close third.

Card was in charge throughout the second race with Sheehan and West sharing the podium.

With over five seconds in hand in the lead on lap one of the first Tiedeman Trophy race, Ben Powney's Jedi took a comfortable victory. He took the flag 19 seconds clear of Nikita Abramov's Jedi. Both Abramov and Lee Fern's Dallara had ousted Bryn Tootell's Van Diemen on the third lap, but all held station for the remaining distance.

The second race was restarted after Tootell and Malcolm Scott (Dallara) collided at Old Hall. It was a comfortable win for Abramov over Terry Clark's Van Diemen and Steve Collier (Dallara).

DONINGTON PARK: BARC BY PETER SCHERER — OCTOBER 23-24

CATON AND HAND GRAB JUNIOR SALOON VICTORIES

Harvey Caton and Charlie Hand shared the victory spoils in the Junior Saloons at Donington Park.

Caton led race one until McLeans on the penultimate lap, when Hand exited alongside and made his move decisive into Coppice.

When Will Redford missed a gear Ruben Hage snatched third place, only for Alfie Jeakins and Redford to charge by again into the Esses on the last lap.

There was a lights-to-flag win for Caton in the second race but second place went down the wire. Jamie Petters joined Hand and Hage in the dogfight. Petters was ahead in Goddards on the last lap but ran wide, allowing Hage and Hand to retake.

The first Mini Miglia race was cancelled after two red flags but the second race went the distance. Endaf Owens survived a safety car intervention which preceded a two-lap sprint to the flag.

Rupert Deeth had been piling on the pressure but it was Aaron Smith who grabbed the last-lap victory. With Owens exiting Goddards on the grass, Deeth snatched second and Ashley Davies third.

There was a first-corner incident between a number of the Pragas in the first Britcar Endurance race. After that melee, a storming second-half drive from Gordie Mutch that secured victory in his Praga shared with Jimmy Broadbent, 21 seconds clear of Miles Lacy's similar car.

Will Powell's McLaren GT3 was third on the road but a penalty dropped him and co-driver Dave Scaramanga to sixth. That was still enough for the title.

Mutch and Broadbent made it a winning double, after overtaking Richard Wells/Tim Gray (Praga) on lap 26. Second meant Wells was crowned as the first Praga champion.

Conor O'Brien grabbed the lead from Mike Jordan exiting Coppice on the second lap of the first Mini Seven race. Jordan eventually finished third after losing out to Spencer Wanstall.

After Jeff Smith had led from the second lap of race two, he suddenly plummeted a lap from home. That left Jordan to snatch a lap victory from Nicholas Croydon-Fowler at the Old Hairpin.

Croydon-Fowler and third-placed O'Brien both received jump-start penalties, which promoted Smith back to second from Joe Thompson.

David O'Keeffe and Luca Proietti were the 2CV winners, with Mark Lee's Ginetta G56A and Simon Baker/Ollie Reuben's BMW victorious in the Britcar Trophy.

RACE WINNERS

Junior Saloons
Race 1: Charlie Hand;
Race 2: Harvey Caton

Mini Miglia
Race 1: Cancelled after two red flags; **Race 2:** Aaron Smith

Britcar Endurance
Races 1 & 2: Jimmy Broadbent/Gordie Mutch (Praga R1T)

Mini Se7en
Race 1: Conor O'Brien;
Race 2: Mike Jordan

2CV
Race 1: David O'Keeffe; **Race 2:** Luca Proietti

Britcar Trophy
Race 1: Mark Lee (Ginetta G56A); **Race 2:** Simon Baker/Ollie Reuben (BMW 1 Series)

Sports Prototype Cup
Race 1: Ross Kaiser (Revolution A-One Evo); **Race 2:** Richard Webb (Revolution A-One Evo)

BSRC Superkarts
Races 1 & 2: Sam Moss (Anderson/VM); **Race 3:** Lee Har-pham (MS Kart/Harvey VM)

CADWELL PARK: BRSCC BY SCOTT WOODWISS — OCTOBER 23-24

SMITH GOES FROM THE BARRIERS TO BOUNCE BACK FOR THE FIESTA CROWN

Rob Smith would have hoped his Fiesta Championship success would have been a little simpler than it turned out on the BRSCC's Finals Weekend at Cadwell .

Fluid on track at Chris Curve in the opening laps of the first race on Saturday meant Rob and several others slid into the tyre barriers, but a patched-up car allowed him to restart from pitlane to finish 12th as Luke Pinder took the win.

With Smith seventh in the second race while main rivals Pinder and Alastair Kellett took a 1-2, it left the top three separated just by nine points, but Kellett's demise on the first start of the final race coupled with Pinder's inability to get past Smith's team boss Jamie Going on the restart gave Going his second race win and Smith the provisional title.

Jenson Brickley was also a Ford-based provisional champion in Fiesta Juniors, bagging third and second in the final two races as season-long rival Deagan Fairclough bagged a pair of wins to complete an impressive debut season.

Caterham Motorsport had four championships in action to finish their season, with Stephen Nuttall making history with his Caterham Seven Championship UK title win, claiming two victories either side of a dominant Henry Heaton win to become the first driver to win each of Caterham's five factory-supported series in his career.

Lewis Thompson's domination of the Caterham 310R season, despite missing the opening rounds, was completed with a final brace of wins, managing to pull gaps in both to comfortably take the flag both times.

In the Caterham 270R ranks, Blair McConachie only needed 16th in the first race to seal the title and second behind double race winner Stephen Lyall was more than enough to do so. With the Caterham Roadsport title already wrapped up, the dice for second was the main focus between Tom Cockerill, Hugo Bush and Domenique Mannsperger. It was advantage Cockerill with a win on Saturday, a snapped gear lever ended his chances, handing the championship podium places to Bush and Mannsperger.

There was also history made as the first CityCar Cup champion was crowned after Nic Grindrod rounded off his near domination of the series with a second place behind first-time winner Andrew Dyer before another victory on Sunday.

RACE WINNERS

Caterham Roadsport
Race 1: Tom Cockerill; **Race 2:** Hugo Bush

Caterham 270R
Races 1 & 2: Stephen Lyall

Caterham 310R
Races 1 & 2: Lewis Thompson

Caterham Seven
Race 1 & 3: Stephen Nuttall; **Race 2:** Henry Heaton

Caterham Roadsport
Geoff Newman

Fiesta Championship
Race 1 & 2: Luke Pinder; **Race 3:** Jamie Going

Fiesta Junior Championship
Races 1 & 2: Deagan Fairclough

CityCar Cup
Race 1: Andrew Dyer; **Race 2:** Nic Grindrod

WHAT'S ON

YOUTUBE

As outlined in this week's Motorsport News, the Formula Ford Festival – celebrating its 50th running this weekend – is a very special thing. And to get yourself up to speed for this weekend's latest event you can watch the whole thing from last year on YouTube thanks to organiser British Racing and Sports Car Club's live streaming.

No less than six hours and 40 minutes from the Festival Sunday is at: youtube.com/watch?v=MnuugzhApyQ (though if you fancy skipping to the final that starts on the six-hour mark), or you can search 'BRSCC Formula Ford Festival 2020 – Sunday'. You can also watch the Saturday running at: youtube.com/watch?v=cLYDzLlaXSg.

The coverage is not amateurish either, with multiple cameras, graphics and interviews. You can even watch the support races. If you do, look out for BRSCC chairman Peter Daly's endeavours in the historic event...

The Festival final was a thrilling one in typical Formula Ford style, the cars skittering on a greasy Brands Hatch Indy circuit in setting Autumn sun. Also in the typical Formula Ford style there's plenty of driving talent, including reigning Festival champion Jonathan Browne, reigning National FF1600 champion Neil Maclennan, British GT title-contender Matt Cowley and the ever-rapid Rory Smith. You'll see a few more familiar names in the line-up too.

Graham Keilloh

Rory Smith: Ford Festival star

TV GUIDE

Catch the WEC on Eurosport

As this season begins to wind down, Sky Sports F1 lets us catch up with the FIA Formula 3, FIA Formula 2 and then the Formula 1 campaigns by showing each 2021 race in turn (though in F3's and F2's cases, the feature races only). F3's action kicks off today (Thursday) at 1100hrs, F2's starts at the same time tomorrow while F1's re-tread starts at 0900hrs on Saturday.

Eurosport lets you do something similar with this year's World Endurance Championship, by showing the best of its Spa (Monday, 1800hrs-1900hrs, Eurosport 2), Portimao (Monday, 0800hrs-0900hrs, Eurosport 1) and Monza (Tuesday, 0800hrs-0900hrs, Eurosport 1) rounds, and Le Mans is shown several times tomorrow.

And ahead of next week's second leg of WEC's Bahrain season-closing double header, you can watch 2019's Bahrain 8 Hours on Sunday at 1300hrs-1400hrs on Eurosport 2 or at 2300hrs-0000hrs on Tuesday on Eurosport 1.

There's also last weekend's European Le Mans Series and Le Mans Cup Portimao action on BT Sport 3, them shown in turn on Saturday at 1130hrs-1230hrs then 1230hrs-1300hrs.

You can also catch up with last weekend's Extreme E Sardinia visit on Sky Sports Mix with highlights on Saturday at 1200hrs-1300hrs then all of its final-day coverage on Sunday at 0900hrs-1100hrs.

Graham Keilloh

LIVE TV

WORLD ENDURANCE CHAMPIONSHIP SIX HOURS OF BAHRAIN
Race: Saturday, 0845hrs-1530hrs, Eurosport 1

NASCAR MARTINSVILLE
Race: Sunday, 1830hrs-2330hrs, Premier Sports 2

NASCAR TRUCKS MARTINSVILLE
Race: Saturday, 1800hrs-2030hrs, Premier Sports 2

LISTINGS

SATURDAY

Donington Park, Leics
MSVR meeting: Focus Cup, Clubmans, Elise Trophy, Track Attack **Starts** racing from 1205hrs (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY-SUNDAY

Brands Hatch, Kent
Formula Ford Festival: FF1600, Mazda MX-5 **Starts** Saturday, racing from 1143hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from 1000hrs) **Admission** adult £14, under 13 free Web msv.com **Contact** 0843 453 9000

Silverstone, Northants
Motor Racing Legends: Pall Mall Cup, Historic Touring Cars, Amon Cup, HRDC Allstars, Jack Sears Trophy, Jaguar Classic, Woodcote/Moss Trophy **Starts** Saturday, racing from 1205hrs (qualifying from 0900hrs) Sunday, racing from 1120hrs (qualifying from 0900hrs) **Admission** £14 **Web** silverstone.co.uk

SUNDAY

Knockhill, Fife
SMRC meeting: Classic Sports and Saloons, Mini Cooper, Fiesta ST, C1 Cup **Starts** racing from 1250hrs (qualifying from 1130hrs) **Admission** adult £15, **Web** knockhill.com

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

A golden study of FFord at Knockhill from Alex Ireland

David Harbey caught Donington GT nerf

Peter Atkins gets BTCC in action

GB3 shenanigans by Graham Lomax

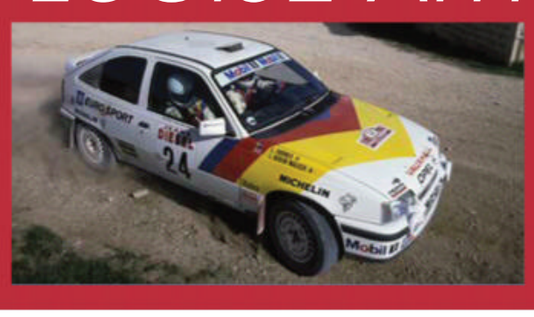
Donington GT action from Rich Cranston

NEXT WEEK — OUT THURSDAY, NOVEMBER 4

*Correct at time of going to press

EXCLUSIVE: READERS' Q&A

LOUISE AITKEN-WALKER



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HOW THE BRITISH GT TITLE WAS WON

We reflect on a season with Italian flair

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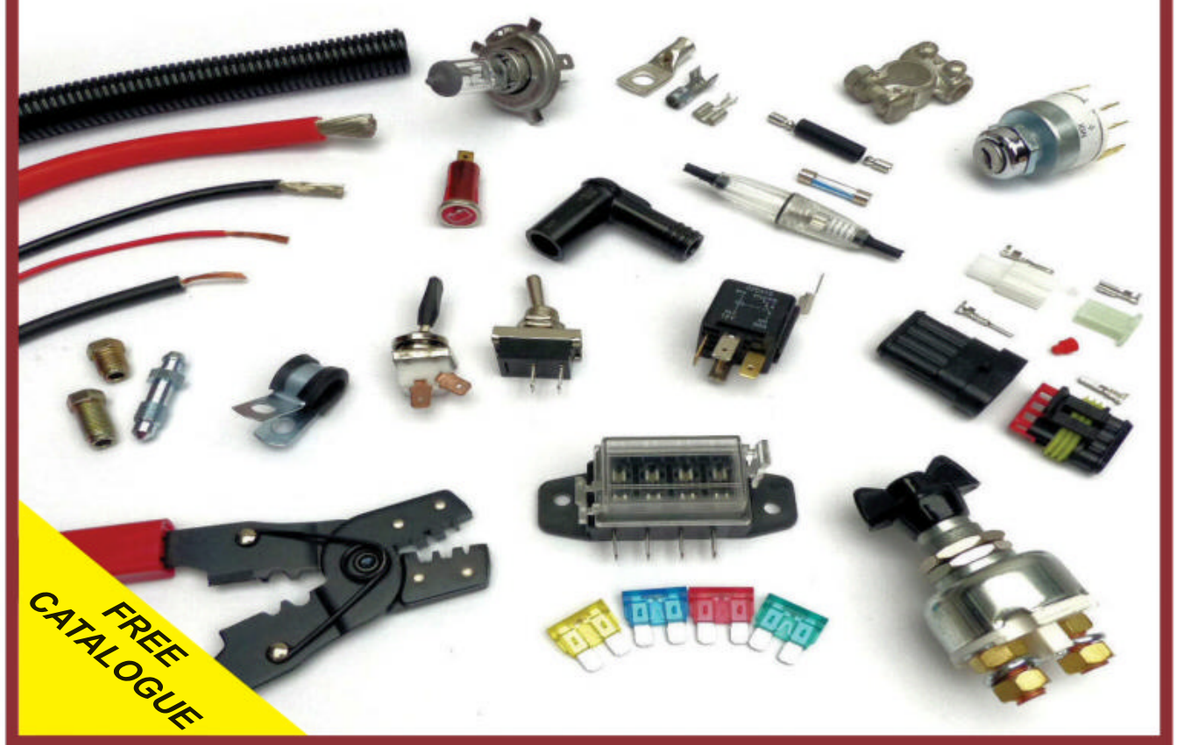

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